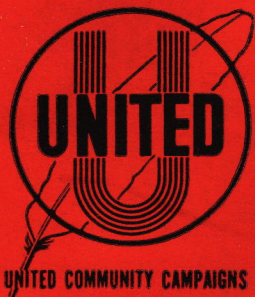


OCTOBER 1956

THE **T** INTERNATIONAL
eamster
DEDICATED TO SERVICE

Help them to a
better day!

GIVE...the united way



"I hope Teamsters in their communities will lend every possible support to their local United Campaigns."

—from special message by General
President Dave Beck, page 2

teamsters salute

CONNECTICUT



CONNECTICUT'S story is one of the ingenuity and industry of the "Connecticut Yankees" who, from early colonial days, have kept their state a beehive of industrial activity.

The use of interchangeable parts in industry began here; the start of modern mass production. Although 46th in area and 28th in population, the state led in per capita production of war materiel during World War II. More patents have been issued to Connecticut residents, in proportion to population, than any other state. Half of the working force is employed in factories. Mechanical devices, brass, textiles and hats are among the leading products.

Free public schools in Connecticut date back to 1642. Today there are 14 vocational-technical schools supplying trained men and women to the humming factories. For others there are about 30 institutions of higher learning including famed Yale University.

This fifth of the original 13 states entered the Union January 9, 1788; 153 years after the first settlement. The name is an Indian term for "Long River" and today the residents use the river, the more than 1,000 lakes and 47 state parks for recreation. In 1950 there were 2,007,280 Connecticutters. That many people in a state of 5,009 square miles makes the population density about 410 per square mile, so better than 77 per cent of the area is classed as urban. Many of the city buildings are packed with employees of the 61 large insurance companies with home offices in the state. Textiles and hat manufacture are also leading industries. Connecticut claims to be within 300 miles of a third of all the retail purchasing power of the nation.

Counties, of which there are eight, exist in name only. The units of government are the 169 townships. There are also 21 incorporated cities. To speed travel, many superb highways and freeways have been constructed. Much of the commerce of the busy state is moved by the 12,334 members of the nine Teamster locals in five of the cities.

Thus we salute "The Nutmeg State," so-called since Colonial times when shrewd peddlers palmed off cheap nutmegs to housewives who discovered to their chagrin they were made of wood!

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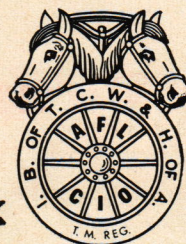
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THE INTERNATIONAL Teamster



DAVE BECK

Editor

Official magazine of the International Brotherhood of
Teamsters, Chauffeurs, Warehousemen and Helpers of
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OCTOBER, 1956

No. 10

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POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under the Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1108, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)

SUPPORT YOUR UNITED COMMUNITY CAMPAIGN DRIVE



THIS fall some 2000 campaigns will be under way in all parts of the United States. These campaigns by American citizens to help their fellowmen have been called the biggest philanthropic challenge in the world. These 2000 campaigns will help support more than 23,000 local, state and national health, welfare, recreation and defense-related agencies—agencies which otherwise would be making separate and independent appeals.

Teamsters have been leaders in their communities in helping in these drives. Our people have been among the first to respond to appeals and are numbered among those who can always be counted upon to make the drive in each community successful.

I hope every Teamster in the country will lend his support to his local drive.

More than 63,000,000 people are benefiting as the result of last fall's drive. Local volunteers from all walks of life will be called upon to help in this year's effort.

The United Campaign idea has great merit. Such a drive eliminates multiple campaigns and campaign appeals. More money can be raised by the united method than by separate drives.

The cause of the United Campaign drive is worthy—for the cause is not just one cause—it is many causes rolled into one and that one deserves our assistance.

Please continue your fine reputation as supporters of your own local community efforts—all Teamsters will, I am sure, help make this the best year yet in this work of help and good will.

Dave Beck



Letter from General President **DAVE BECK**

Teamsters and Politics

ON NOVEMBER 6 some 65 million people will be going to the polls to vote for local, state and national officials. In doing this, our fellow citizens will be exercising one of their most precious privileges, a privilege which has come down to us from the founders of the republic, the architects of our freedom.

The privilege of voting is one of the highest possessions of free citizens and one which we should not regard lightly. I have urged our members in each election year to register and vote. This year I have renewed that plea and I want to say now to all of our members who have not registered and who have the opportunity to register, please do so at once.

In discussing this matter of registering and voting I am not saying to any member how he should vote. How you vote and for whom you vote is a matter which rests with you and your own conscience.

I feel very strongly about this situation and I want here and now to set forth the position of our International Union with respect to political action and political activity. Our policy is based upon the sound experience of the past.

We have some 1,500,000 members representing all shades of political opinion and political philosophy. It would be presumptuous for anyone to think he can dictate to our members how they should vote. We do, as a matter of policy, make recommendations on political issues of direct concern to labor.

Your officers and representatives have solemn obligations to the members whom they represent. They have a responsibility to develop policies and programs which will lead to the economic improvement through increased wages, shorter hours and better conditions.

We have achieved our present position in the American economy and in the labor movement largely through economic action—not political action. This task of improving our lot calls upon us to exercise balance and foresight in the matter of politics.

We should not allow ourselves to be tied to any political party now or in the future. We have been helped and hurt by both major parties. We have

been promised favors and gains by both parties—and we have been favored by both and disappointed by both at times.

There are some representatives of Labor who advocate aligning themselves with one of the major parties, but with this course the Teamsters' Union is in definite disagreement and we have placed ourselves on record. Regardless of what it may entail, the International Brotherhood of Teamsters will not permit an infringement of its autonomy to act for and in the best interests of its members.

We cannot forget that a Democratic Administration sponsored and passed the Hobbs Act which was signed by President Harry S. Truman. This act, in its interpretation and application, has been vicious, particularly with reference to the Teamsters. Nor can we forget that a Republican Congress was responsible for the Taft-Hartley Act; nor will we forget that the platform of the Democratic Party in 1952 pledged the repeal of this legislation, a pledge which they have failed to carry out.

We should also remember that we need the support of our representatives and officials in government from both parties. For example, in the field of construction, the inclusion of the Davis-Bacon prevailing wage protection in federally-financed building is of tremendous importance to labor. We found in the past few months that we have friends on both sides of the aisle who voted to extend those protections in the new highway legislation. We will not forget those who have helped us in supporting this legislation—regardless of their party affiliation.

Davis-Bacon protections are important economic matters to us and to all those in the building and construction trades. If we go all out on a partisan basis on one side or the other in political action, we are hurting ourselves and jeopardizing our future relations with Congress.

Economic action is the fundamental procedure for our organization. We were built that way as a union. The American labor movement was built to its present importance primarily through economic, not political action.

Partisan politics is fraught with danger for labor. It's dangerous because our membership comes from a wide cross-section of American life with varied interests. Our members belong to community clubs, PTA organizations, veterans' organizations, fraternal organizations and other groups in which they are vitally concerned. They will resent any attempt to pinpoint their action on a partisan basis without recognizing the problems associated with all their affiliations and interests as citizens, taxpayers and community residents.

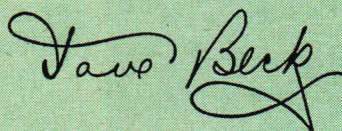
It is dangerous because it flies in the face of experience which shows that in the long run economic action is the assured, reliable and positive way to win union gains. It is also the strongest guarantee for the continuance of a free economy. The course we enunciate here is the soundest insurance against any trend toward nationalization of industry through political action.

By stressing the importance of economic action, we are guaranteeing that the labor movement will remain a free movement, not tied to the political fortunes of any party.

Samuel Gompers, founder of the American Federation of Labor, many years ago announced a sound policy for political action which is as valid today as it was when first developed. He said that labor should reward its friends and punish its enemies.

This must be our goal. We must strive to be fully informed on the candidates and the issues. If we are fully informed we can then exercise our mature judgment—looking always to the consequences and not bartering political allegiance for short-term gains which may bring long-term disappointments.

Fraternally,



President.

Eastern Conference of Teamsters

TIME: October 22-26, 1956

PLACE: Mayflower Hotel, Washington, D. C.

POLICY COMMITTEE MEETINGS

Monday, October 22

Dairy Employees' Policy Committee: 9 a. m.
Cannery & Frozen Food Policy Committee: 9 a. m.
Bakery Policy Committee: 2 p. m.
Warehouse & Produce Policy Committee: 2 p. m.

Tuesday, October 23

Brewery & Soft Drink Policy Committee: 9 a. m.
Building & Construction Policy Committee: 9 a. m.

Miscellaneous Policy Committee: 2 p. m.
Laundry Policy Committee: 2 p. m.

Wednesday, October 24

Over-the-Road Policy Committee: 9 a. m.
Taxi Policy Committee: 9 a. m.
Automotive Policy Committee: 2 p. m.
Household Goods Moving & Storage Subcommittee: 2 p. m.

TRADE DIVISION MEETINGS

Thursday, October 25

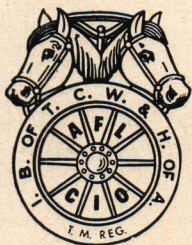
Opening General Session: 9 a. m.
Dairy Division: 2 p. m.
Laundry Division: 2 p. m.
Warehouse Division: 2 p. m.
Brewery & Soft Drink Division: 2 p. m.
Bakery Division: 8 p. m.
Building & Construction Division: 8 p. m.

Miscellaneous Division: 8 p. m.
Cannery Division: 8 p. m.

Friday, October 26

Over-the-Road Division: 9 a. m.
Taxi Division: 9 a. m.
Automotive Division: 9 a. m.
Closing General Session: 2 p. m.

REGISTRATION: Delegates may register for the General sessions from 4 p. m., October 24, until 9 p. m. and on October 25, from 8 until 9 a. m.



THE TEAMSTER

ECONOMIC advancement, improved living standards, a flexible economy and industry representation on Federal agencies are among the legislative aims of the International Brotherhood of Teamsters.

The policy of the Teamsters' Union is strictly against partisan participation in political elections. This policy has been often enunciated by General President Dave Beck and in this issue of *THE INTERNATIONAL TEAMSTER* he has emphasized this policy in his General President's Letter. (See page 2.)

The strict adherence to a non-partisan policy does not prevent the Teamsters' Union nor any of its affiliates from making efforts in behalf of programs, candidates and policies leading to the economic improvement of its members. Such a policy leaves the way free for a full and frank appraisal of the many legislative subjects which are properly the concern of organized labor and of the International Brotherhood of Teamsters.

HOBBS ACT REPEAL

High on the list of legislative aims is revision of the so-called Hobbs Act. This piece of legislation was introduced several years ago ostensibly for the purpose of strengthening the anti-racketeering law. With the announced purpose of the proposed legislation Teamsters can take no issue. But unfortunately, theoretical aims and practical application often prove quite different.

In the case of the Hobbs Act the law has been interpreted and distorted out of all proportion to its original announced purposes. Teamsters have felt the lash of this act and Teamsters have served time in Federal prisons as the result of its application, on grounds which we

feel are far out of line with the original aims.

If the Act cannot be repealed, the act should be properly and fairly interpreted and applied. The answer to this desire would be in clarifying legislation. Such legislation would make it possible to have a law which follows the traditional American heritage of fair play to all. As it exists now, the Hobbs Act is a law which can be and has been used to punish labor, particularly the Teamsters and members of the building and construction trades unions.

REVISION NEEDED

Another law which should be drastically revised — repeal seems impracticable — is the Taft-Hartley Act. This law was passed in a heated period during which labor was being subjected to a smear campaign on a big scale. The organs of news and opinion were directed at the labor movement and Congress in turn was pressured into punitive legislation. The excuse given at the time was that there should be some "balance" in legislation and that labor should be made subject to regulation under an act just as management or employers were under the Wagner Act.

This bill of goods was sold to Congress and to the American people. The result was passage of Taft-Hartley. Congress had previously passed the Case bill, but labor had been saved by a veto. This time, however, a Presidential veto did not save labor — the veto was overridden by Congress and in August, 1947, the measure became the law of the land.

The two developments as the result of this legislation which labor has felt have been: the legislation under the act itself, and secondly, a

LOOKS AT LEGISLATION

A Comprehensive Survey of Our Union's Aims and the Outlook for Achieving Them

change in application through the National Labor Relations Board.

The act was severe enough in its basic aims. But a National Labor Relations Board in its administration had wide discretion. However, in the last three years the NLRB has changed in complexion and organized labor has, with justice, charged the Board with becoming a "legislative" body. That is the Board has elected to take steps in the name of administration of the act and regulation under the act to penalize labor. This penalization has taken the form of narrowing labor's rights, narrowing the Board's own jurisdiction, chipping away at time-honored practices of labor.

Organized labor for several years endorsed the policy of repeal of the Taft-Hartley Act. Such a policy has proved politically unrealistic and so in recent years the labor movement has sought revision rather than re-

peal. Teamsters believe that in revision, if properly, fairly and adequately made, labor will find much relief. Unless the act is revised in major respects, the gains won by the union movement are going to be chiseled away more and more.

Two legislative programs which are endorsed by labor are matters of continuing economic concern: Bacon-Davis and minimum wage protection.

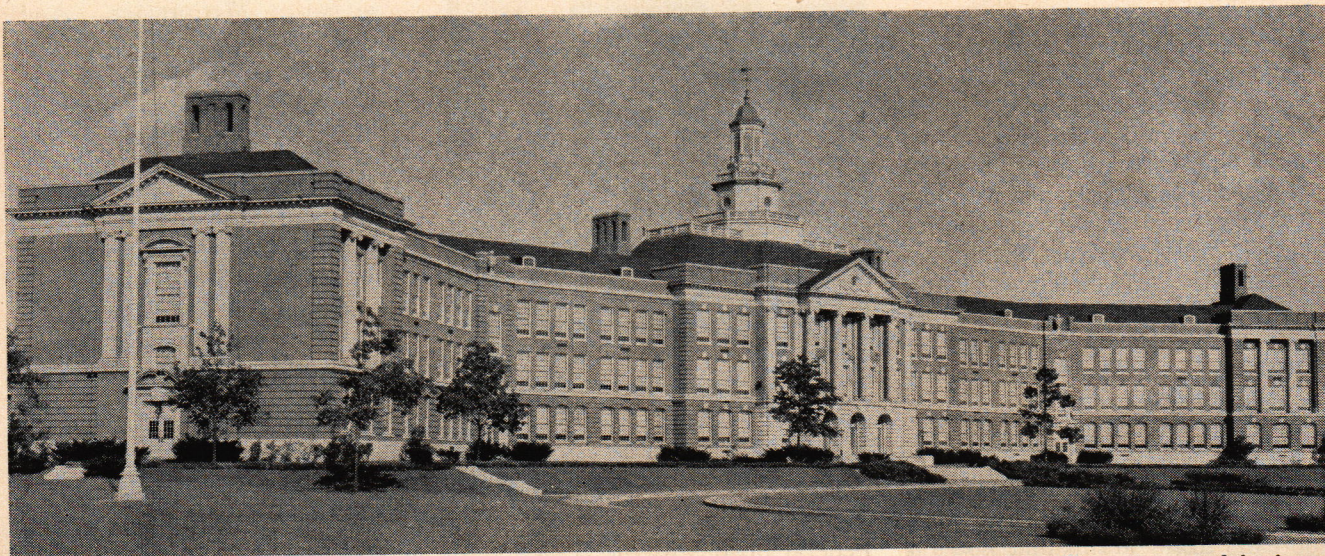
The Bacon-Davis Act provides that prevailing wages must be paid in Federally financed projects. Such projects might be roads, school buildings, hospitals, etc. The Bacon-Davis legislation was passed many years ago against a background of some of the darkest chapters in the history of American construction. When the recent long-range \$33 billion highway bill was under discussion in Congress, the issue of prevailing wage protections was one

of the most bitterly contested of all the sections of the bill.

The building and construction trades unions strongly urged the inclusion of the Davis-Bacon sections in the bill but opposition to such course was firm. However, the unions, particularly those in the Four-Way Pact were able to persuade members on both sides of the aisle that the over-all interests of America demanded the inclusion of Davis-Bacon. Working in the Four-Way Pact with the Teamsters were the Carpenters, the Laborers and the Operating Engineers.

The fight for Davis-Bacon is not over. When new construction legislation is proposed this fight must be made all over again. In the coming session we may see a repeat performance when the school aid program is proposed.

Teamsters have always stood for boosting the minimum wage through



One of the nation's most critical needs is for many more school buildings like this one. Teamsters will continue to fight for an adequate and realistic program to give the nation's youth the best possible educational facilities.

strong and well-conceived Federal legislation. Teamsters have fully endorsed and supported the efforts of organized labor generally in its efforts to raise the floor. Teamsters supported the passage of the Fair Labor Standards Act when it was enacted 20 years ago and when a minimum wage of 40 cents was set. This now seems like a niggardly minimum but setting a basic wage represented a great legislative and economic advance for millions of workers.

WIDER COVERAGE

Since those early days of wage-hour legislation Teamsters have stood for a widening of the coverage of the wage-hour law and an increase in the minimum.

First the minimum was set at 75 cents an hour and more recently this was raised to \$1. In both instances we fought for a more adequate minimum wage.

General President Dave Beck has said repeatedly in addresses before Teamster groups, national trade divisions and others that purchasing power and its maintenance is the secret of a continued dynamic prosperity in America. He has also pointed out that merely because millions of organized workers in America get far more than the minimum set by law, those who do not have high wages should not be neglected. Teamsters have drawn attention to the fact the low wage standards for many hurts all—the low wage areas of the country have a harmful effect on the high-wage areas.

Recently attention has been directed to the shorter work week. Such a development is a natural evolution of the American economy. Fewer hours can result in the same volume of work today than was possible a few years ago. Shorter work week is a part of the fundamental drive of American labor. More leisure for labor is one way of compensating for the increased productivity which American men and women are achieving.

AUTOMATION INVOLVED

Related to the shorter work week is the matter of automation. It is too early to say at this time how far we should go in legislation on the

matter of automation. In fact, this matter, legislatively speaking, perhaps should be approached with great caution and deliberation. Our greatest protection in the field of automation is strong collective bargaining agreements and programs.

Protection of the American worker to engage in full and free collective bargaining is a fundamental aim of labor—it has been fundamental since labor began to organize. We want to see labor free to bargain with management. When we get too much interference through any form of government, we get into economic headaches. We have made our advances through economic action and this has been largely without government interference. We believe that in preserving free collective bargaining there should be a minimum of legislation.

On the social welfare front there are many pieces of legislation which vitally affect Teamsters and labor generally, but two types at least have a direct bearing and demand immediate attention: Social security and Federal aid to education.

Social security legislation was first enacted in 1936 and has been amended several times since its first passage. Amendments have been in the nature of broadening legislation which increases the benefits and

(Continued on page 28)



Representative John W. McCormack of Massachusetts is praised in an editorial by General President Dave Beck as an outstanding leader in Congress.

Strong Leadership

AN EDITORIAL

By DAVE BECK
General President

One of labor's primary aims is legislation which is fair and non-discriminatory. Organized labor is not looking for special privileges or special considerations in legislation.

Labor has the right to expect fair play in the state house and on Capitol Hill. Labor will fight for fair consideration.

In its efforts to achieve fair play in Washington labor has many strong friends in the House and Senate—not always enough, but many friends, nevertheless. Among these no one stands more for fairness toward labor than the distinguished majority leader of the House of Representatives, John W. McCormack of Massachusetts.

Congressman McCormack came to Congress in 1928 when the constituents of his district named him to fill a vacancy. He had made a fine record in the state's House and Senate, and in Congress he continued his record and has served as majority leader and as party whip.

What is important to labor is the voting record of Congressman McCormack. And that record has been an excellent one. In his job as majority leader Mr. McCormack must have a truly national view. That he understands keenly the problems of all groups, including labor, and acts with fairness is a great tribute to his ability and integrity.

It should be noted that in no small degree was passage of the long range highway bill due to the untiring, skillful and statesmanlike leadership of Congressman McCormack.

We salute Congressman McCormack as a man of character and unselfish leadership.

YOUR SOCIAL SECURITY CARD

There's One for Everybody and It's One of Most Important Possessions You Have; Here Is Advice on How To Protect Yours, and What to Do If It's Lost

IF YOU could stand on a busy street corner in any town in the United States and ask every man and woman between the ages of 18 and 65 to display the contents of their wallets or pocketbooks, one item would be universally obvious—the social security card.

Currently, more than 100 million John Does and Jane Smiths carry the oblong blue and white card that is an almost indispensable aid in getting work and sometimes, sadly enough, in perpetrating frauds—such as cashing bogus checks. Until recently the little blue card was almost unequivocally accepted as identification. Now the Social Security Administration is bearing down on shopkeepers, banks, etc., not to accept this card *willingly*. According to the SSA, the social security card is identification for social security purposes only and should not be accepted for any other reason.

The SSA admits that cards are easy to get and this fact perhaps encourages their use for shady motives. During the past seven years, all cards issued have carried the notation: "Not for identification." That is the bureau's wish, based on misuse of the cards. However, since the cards are so easy to obtain, they are an open invitation for a variety of rackets.

Roy Swift, information chief for SSA at Baltimore—the nerve center for the system—reports that a variety of social security card frauds have sifted through his office over the years. Notable incidents of fraudulent use of cards include working under an alias and a card bearing a false name, and at the

same time collecting unemployment insurance under a legitimate name and card; intercepting government or commercial checks in the mails and cashing them under false cards bearing the same names as the check payees; concealment under a false card of a man who wants to flee from a family or alimony payments.

Although the SSA could conceivably find an errant husband the chances are they won't unless the circumstances are extremely unusual—and even then if they find a wanderer they are bound under law to hold his whereabouts in strict secrecy. There are, however, exceptions to the tight-lipped rule. SSA will help identify you if you are suffering from amnesia, if you are insane, or if you are rendered unconscious. SSA officials will even defy a subpoena issued to bring your records to court, and only in two situations will they reveal any of your secrets to the Feds. In order to get a peek at your records you must be either suspected as a spy or thought to be engaged in sabotage "inimical to the national security."

What happens if you lose your card? Once you get your card it is a good practice to memorize the number. But in cases where you both physically and mentally lose your card, then get in touch immediately with your district SSA office or the office of the Bureau of Old-Age and Survivors Insurance. They will make arrangements for replacing the card. If there is no district office, get an application blank at the post office. And if you change your name, by getting married or otherwise, get a new card showing the same account number,



but the new name. Your number should never be changed. The wage records in the central office in Baltimore are kept on machines which are keyed to both your name and your number, so it is important always to give your employer your name exactly as it is on your card.

You should never have more than one card and number. If you do, it will probably mean that the wage records will be figured up separately, and you may run into delay and trouble when the time comes to calculate and pay your benefits. If you have, for any reason, more than one number, get in touch with a district office and have your entire record put under one number.

Speaking of losing your card and your memory concerning your social security number, a district SSA office came up with the story of a fortune teller who did both.

It seems the fortune teller was awaiting her turn at the SSA office and she approached a young receptionist. "Young woman," the palmist prodded the receptionist, "although I never saw you before, I could tell you the date of your birth and your telephone number. I am a clairvoyant."

"Incredible," said the receptionist. "Now what can I do for you?"

"You can tell me my number," the clairvoyant said in obvious disgust. "I've lost my card and I can't remember the darned number."

THE SEAWAY MOVES AHEAD!

World's Greatest Inland Waterway Will Be Completed Sometime in 1959, Bringing Important New Potential For Truckers Serving the Booming Great Lakes Area



ALONG a 200-mile stretch of fast-flowing river, between Lake Ontario and Montreal, skilled union labor, including Teamster truck drivers, is turning an engineer's dream into reality. With massive cranes, earth movers, draglines, and dump trucks, U. S. and Canadian workers are building the world's greatest inland waterway to ocean shipping—the St. Lawrence Seaway.

When it is completed, sometime in 1959, North American workers will have opened the gates of a vast inland waterway to the heartland of the continent, extending 2,342 miles from Duluth, Minn., on the west, to the Atlantic Ocean and

the Gulf of St. Lawrence on the east.

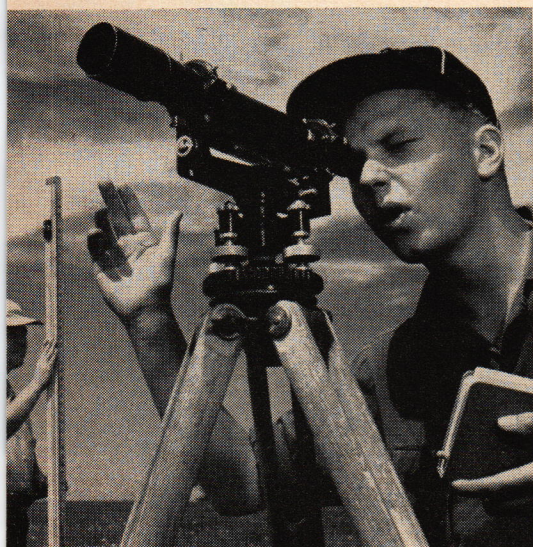
This will be no Suez over which men threaten war, nor is it a Big Ditch at Panama doomed to years of intrigue before success is achieved. Instead, it is a prime example of what two nations can accomplish when they work together for their common good.

For more than 30 years men talked of the St. Lawrence Seaway. It was first proposed to Congress during the Wilson Administration. After years of waiting, the Dominion of Canada went ahead with its part of the master plan, and it was not until two years ago, under Presi-

dent Eisenhower, that a St. Lawrence Seaway Bill passed through the halls of Congress and was signed into law.

Now, 28 busy months later, workmen are racing to get as much completed as possible before the ice and snow of winter shuts down operations. Work is continuing on the New York State Power Authority project to build dams in the International Rapids Section of the river. The Canadian corner of one dam has already been cast to full height, and several sections of navigation channel have been dragged and dredged to usable depths.

Seven locks and three power dams must be built before the major por-



Survey team lines up a Seaway canal. At left is the port of Oswego which will be an important Seaway harbor.

tion of the vast project is completed. The greatest activity is around Massena, N. Y., where a colossal reshaping of the earth is taking place.

New bridges appear on the horizon. Mammoth pipes, wires, drills, cranes, whirleys, gantries, and related machines are seen at every turn. In one area, a 12-inch pipe, extending from the river for a mile to huge silos, transports cement from ships. The cement is pressure blown to the silos. At Barnhart Powerhouse and Long Sault Dam huge buckets of concrete are lowered to rising foundations, an operation going on six days a week, 24 hours a day.

Broken chimneys and bare foundations just off the highway testify to the recent removal of farm houses and cottages from 18,000 acres which will be flooded. In some places, homes are jacked up and ready for Teamster-hauling. Hundreds of uprooted trees are heaped high.

The power-dam portion of the project will not be America's biggest or highest, but it has a key role to play. It will catch once more the water which has rushed and cascaded down the Niagara gorge—all but a figurative thimbleful of the water rained into the whole Great Lakes basin—and squeeze from it the last kilowatt of energy for the service of man. Enough power is expected to

ease industrial Canada's soaring needs for an estimated three years of expansion and enough as well to promise a bright future for upper New York State in new factories and processing plants.

The Seaway itself breaks no records for the size of its shipping channels and locks. The canals already in operation, measure only about 14 feet in depth, not enough for sizable ocean-going vessels. Even when dredged to its planned depth of 27 feet, they will still not be able to pass the big Navy battle-wagons which go through Panama.

Nevertheless, the project doubtless does win first place for the importance of the inland area it opens to economical ocean shipping. Iron ore from a vast ore field in Labrador will move by boat to the steel mills on Lake Erie; Midwestern wheat and beef will leave Chicago for the ports of Rotterdam and Brest.

Some Teamster jobs will suffer, but many more will come into being. Detroit auto manufacturers expect to water-ship new cars to East Coast ports. Heavy machinery bound for the undeveloped areas of the world will be routed direct to their destinations by water, without the delays of rail shipment.

Scotch whiskey can be brought to Chicago via the all-water route at a freight saving of 24 per cent. Cod liver oil and canned sardines from

the Scandinavian countries can be shipped in with substantial savings. Chicago shippers save 32 per cent on powdered milk by using the all-water route to Amsterdam and Rotterdam as compared with the rail-water route to the seaboard. The export department of the Fruehauf Company in Detroit reports a substantial saving when freighting 50-ton capacity carry-all trailers to South America by ship, loading direct at Detroit.

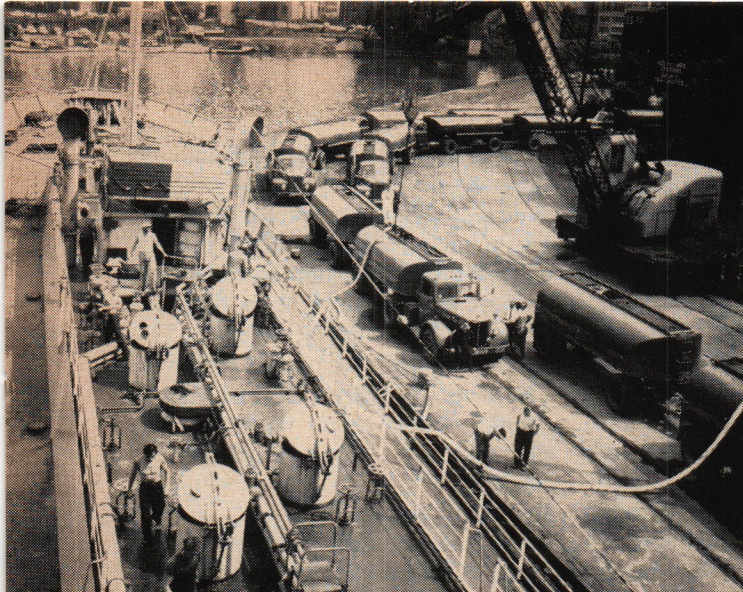
All these statistics comparing water shipment to overland shipment seem to spell trouble for rail and trucking lines. (Next to East Coast port authorities, the railroads were the foremost opponents of the Seaway bills during their years of unsuccessful introduction into Congress.) However, economists foresee greatly expanded trade and commerce in the Great Lakes area which are expected to more than offset minor setbacks three years from now when the Seaway is completed.

Of particular interest to Teamster locals and joint councils in the Great Lakes area is the potential increase in the use of trucks between Great Lakes docks and warehouses and nearby industries. Manufacturers who have depended primarily upon railroad spurs will find that they can save by truck hauling to the nearest Seaway port and water shipment thereafter.

An indication of the potential



A workman shovels dirt from a dump truck into bay at Iroquois to form foundation of a coffer-dam that will permit the bay in background to be drained.



At Cleveland, fleet of double-tank wagons unloads sperm oil, which previously has been imported to New York and carried over land by rail. Seven trucks, shuttling back and forth to refinery, unloaded the \$250,000 cargo in 14 hours.

comes in a recent report from Cleveland:

On July 20, a Midwest sperm oil refiner brought in its second shipload of crude sperm oil from Holland via the St. Lawrence and the Welland Canal, which already permits ships of shallow draft to reach the Lakes. Traditionally, the oil had been imported to New York and then carried overland by rail. A year ago the firm decided to ship direct to Cleveland, and the *Nady* out of Rotterdam was the first sperm tanker to sail the Seaway.

The 1,000 long ton cargo, worth \$250,000, was discharged at Cleveland Stevedore's Riverfront Terminal. Because the refinery is not on the waterfront, a fleet of seven double tank wagons, carrying 8,000 gallons each, shuttled back and forth unloading the cargo in the record time of 14 hours.

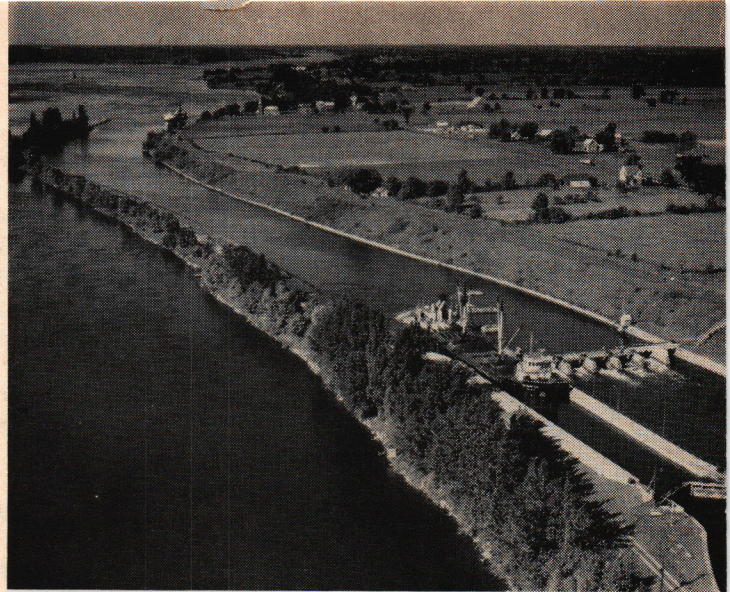
Speaking in Cleveland recently, Dr. N. R. Danielian, president of the Great Lakes St. Lawrence Assn., said that, "In my opinion, the greater effect of the Seaway will be on industries which are oriented toward the domestic market—all those industries that can transport their raw materials in bulk by the Seaway at a saving, not necessarily for manufacturing and re-export of their finished products, but for domestic distribution throughout the country. This is true in large part in such industries as iron and steel, paper manufacturing, fertilizers, chemicals, non-ferrous metals such as aluminum and titanium, sugar refining,

coffee roasting. In this, land transportation systems can find solace, since they will have to carry the products to consuming centers of the United States over vast stretches of land."

Here, in the domestic markets, is where the Teamsters will find increased job opportunity. The Great Lake States had, in 1953, 35 million people, or 22.41 per cent of the entire U. S. population. Production workers in manufacturing in these states made up 30.3 per cent of the total in the United States. To serve this population and this booming industry more truck terminals, more warehousing, and more cartage will be needed. Though the railroads already have railheads at Chicago, Cleveland, Milwaukee and other major cities, they are not yet prepared to handle bulk shipments from many smaller port cities which will spring into life once the Seaway is opened.

Consider, too, the fact that Canada is pushing to completion its long and beautiful Trans-Canada Highway which runs all the way from the Pacific Coast to Montreal and beyond. This big thoroughfare will open up the wealthy wheat and oil regions of Mid-Canada to long-distance road hauling.

Many Great Lakes cities are growing excited and sometimes impatient in their efforts to prepare for the Seaway opening. Chambers of Commerce are outdoing themselves in their efforts to line up potential importers and exporters.



Here is a typical Great Lakes freighter passing through the Cornwall, Ont., locks of the International Rapids section. When Seaway is completed, deeper channels will permit far larger vessels to use the navigation route.

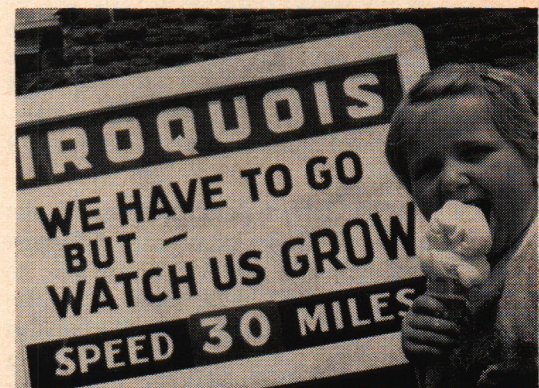
Some of their work is premature, for many harbors have to be dredged and channels deepened before 8,000 ton ships can come into port. Docking facilities must be prepared.

A pilot study program is now under way in Detroit, as Wayne County prepares for the influx. Retaining experienced economists and statisticians, the county is estimating what its warehousing and docking needs will be. All harbor facilities are being analyzed, and freight rates, particularly, are getting attention.

The big question mark for many lake cities is what rail and truck freight rates can be established between port and inland destinations and origins which will make water shipment feasible.

An indication of what trucking lines can expect is found in the re-

(Continued on page 28)



The tiny Ontario town of Iroquois will be "displaced" by Seaway, but its 1,086 residents are not unhappy. Like all areas around Seaway, they're looking for big things to happen when Seaway is finished.

THANKS FOR HELPING HAND OF TEAMSTERS

“WE KNOW this children's home will give hundreds of homeless youngsters the chance to be productive and happy citizens of Israel.”

These words by Vice President James R. Hoffa set the theme for the cornerstone laying ceremonies for a children's home at Ein Karem, near Jerusalem, last month. Funds for the new home had been raised by Teamsters and other friends of Mr. Hoffa at a testimonial dinner in Detroit last spring.

The ceremonies were attended by Israelis and a party of 25 from the United States which included leaders of several international trade unions. At the program stand on a large banner in two languages were the words denoting that on the site would be built a children's home “with the financial aid of the Brotherhood of Teamsters of the U. S. A.”

TWO-LANGUAGE SCROLL

The two-language scroll, read by Barbara Hoffa, 18-year-old daughter of Vice President Hoffa, said:

“This house was built with the generous help of friends of Israel, the International Brotherhood of Teamsters of the United States of America. This building will be a home for children whose fate deprived them of a home of their own, the love of a mother and the guiding hand of a father. Here they will find loving kindness; they will be given a general education as well as vocational training.

“This cornerstone was laid at a special ceremony with the participation of the mayor of Jerusalem, Ministers of State Works, a delegation of the International Brotherhood of Teamsters and representatives of various institutions and friends. . . .”

The scroll was signed by the representatives of visiting trade unions.

Following the ceremonies the

Teamster delegation visited with M. Namir, Minister of Labor; Mrs. Golda Meir, Minister of Foreign Affairs, and the mayor of Jerusalem, Haifa and Beersheba, and the leaders of Histadrut, union labor organization of Israel. The group also had an opportunity to see an industrial plant at Haifa and talk with shop stewards and workers at the factory.



Barbara Hoffa, daughter of Vice President Hoffa, reads a scroll at the cornerstone ceremonies for the new children's home in Israel. The scroll in two languages expressed the thanks of the Israelis for Teamster assistance in helping finance the home.



Children of Israelis were among those who helped at the laying of the cornerstone for the new children's home at Ein Karem, near Jerusalem, last month. A group of youngsters is shown with Vice President James R. Hoffa, Detroit, Mich., who officiated at the cornerstone laying.

רביש בשבת, חמשה עשר יום לחודש אדר
שנת תשט"ז אלפים שבע מאות ושש עשרה
היא שנת תש"ע למדינת ישראל נורתה אבן
פינה זו, על גבעה בהרי ירושלים דרומית
מערבית להר הרצל ודרומית מזרחית
האונברסיטה העברית.

הבית אשר יבנה במקום הזה, בעזרתם
הנדיבה של ידידי ישראל, הסתדרות פועלי
הובילה בארצות הברית, יהיה קודש לילדים
אשר יד הגורל מנעה מהם בית משפחה,
אהבת אם ומוסר אב. הם ימצאו בו מחסה
משכיל ומבדיות. אהבה ורחמים יסובבו
לתורה ודעת, מאלכה ועבודה יחננו.

אבן הפינה נורתה במעמד חגיגי בו
השתתפו ראש העיר ירושלים, שרי המדינה,
אנשי עמל, משלחות הסתדרות פועלי הובילה
מארצות הברית בכ מסדות וידידים.

Scroll for ceremony in two languages,
thanked Teamsters for “generous help.”

EDITORIALS

Appreciation

The new federal highway bill, in my opinion, was the most important single piece of legislation enacted by Congress. During the debates on this measure the problem of Davis-Bacon minimum wage protections was the center of considerable controversy. In that controversy organized labor found it had many friends in both major parties.

Among these friends figuring importantly in the legislative efforts to see that Davis-Bacon protections were included was Senator James H. Duff, Republican, Pennsylvania. Senator Duff, along with others in both the Republican and Democratic party, placed the welfare of the nation as shown through the long-range effects of minimum wage protections above immediate political considerations. For all this Teamster and building tradesmen owe Senator Duff our thanks.

Tomorrow's Freeways

One of the most significant and necessary developments of our time in the field of traffic movement and control is the construction of freeways in, around and through many of our great cities.

Much of this work was pioneered in the West where the automobile in many places is regarded as a prime necessity. The usefulness of freeways has been recognized by municipal authorities in many of our cities and we are noting now that planning and construction of freeways is taking a high priority.

These freeways have many benefits to the traveling and transporting public. Congestion in and around cities which in some sections is literally strangling the areas to death is greatly eased. Accidents from overcrowded streets and highways are decreased and the general flow of traffic is speeded with safety.

The President's new highway program which envisages a development across the boards in the next ten years is bound to include much freeway planning and construction. Improving the highways in the rural areas between our great cities will lose much of its value unless we act with promptness and energy to untangle the traffic problems in our cities. We look forward to see a great new era in American freeways.

Last Call

The 1956 election is hardly a month away. And despite its closeness there are undoubtedly millions of Americans who have not registered. These citizens will find—many to their surprise—that unless they are registered they cannot vote.

In many states there is still an opportunity to register. But this is the last call; the election day is near.

We would remind all of our members who have not registered and who may, under their state laws, still register, to do so at once. There is no time to lose—act now!

Tight Money Dangers

We appear to be in another era of "tight" money, which is another way of saying that credit is tough to get and high interest prevails when you do get it.

We have seen some of the dangers heretofore of tight money. Two or three years ago the International Brotherhood of Teamsters warned against tight money policies and those warnings were borne out by subsequent economic developments.

It seems timely once again to draw attention to some of the consequences of tough credit policies which are now in vogue. Construction people particularly those in the home building field are making their voices heard with emphasis on the tight money policies. Residential and apartment building has slowed down and some builders predict the volume will diminish even further unless credit is liberalized somewhat.

The business community in many areas is having difficulty getting credit for business plant expansion needed in an era of high volume production. And even public works programs are suffering.

These and many other consequences follow tight money policies. We must look behind the immediate results as indicated above and, when we do, we note that employment over a wide area is seriously affected. Tightening money is a little like dropping a pebble in a pond—the disturbance is immediately felt in ever-widening circles.

We would sincerely and earnestly suggest to the financial and public authorities to give serious second thought to the tight money policy which if continued could have serious results to the country and to employment.

Headline Temptation

A free American press is one of America's most cherished heritages. The right to speak fully and freely has come down through the centuries and has a high place in our modern life.

The value and place of the free press should not blind us, however, to its occasional errors and missteps—conscious or unconscious. The deviations from normally accepted matters of good taste and fair dealing are pointed up most dramatically in a kidnap situation such as occurred in Long Island recently.

A child was snatched from its carriage on the patio of its home and a ransom note left. The newspapers had been asked to "blackout" the news until efforts could be made to reclaim the child. All but one of the New York papers complied, but one broke the story and from that point on efforts to contact the kidnaper proved increasingly difficult.

The fact that the paper which broke the story said that request for secrecy came too late did not cancel the ill effects of publication. Even the *New York Times*, a conservative and on the whole a rather genteel newspaper, was moved to say editorially:

"Sometimes a newspaper finds it the necessary, or at least the humane, thing to do to stop and ask whether a given story should be reported, and when, and whether a life may be put in jeopardy by premature publication of all or certain details. We cannot blame the grief-stricken parents or the police for the indignation they have expressed."

But indignation, editorial or otherwise, could not undo the damage. In kidnap cases, it seems to us, newspapers have a rather special responsibility to forego headlines for the sake of human considerations. Perhaps the damage in the Long Island case will serve as a warning and an object lesson in similar or future situations involving the temptations of headlines over humanity.

Teacher Shortage

Last month schools reopened and many of the problems which beset education in America were again drawn to the attention of all. One special problem which should be given notice has not been spotlighted as brightly as some of those which appear to be closer home. This problem is the shortage of college teachers.

The nation has some 190,000 college teachers. Our population is booming and as the youngsters now in grade school and high school enter the college ranks, the need for teachers will greatly increase. By 1970, it is said that we will need 495,000 teachers in the college level. At the rate we are turning out teachers for the college grades, we will face a dangerous shortage of qualified faculty personnel.

There are many reasons for this continuing shortage. Industry and other fields of activity are rewarding the trained person more handsomely than is the teaching profession. In short, low pay is one of the basic reasons for the shortage.

Another reason, cited by many, is the fact that in recent years teaching has been subject to attacks and ridicule directly and indirectly. Teaching has been a victim of the epidemic of anti-intellectualism which has made serious inroads in the nation. Thus many who otherwise would pursue a teaching career are deterred from that course by the low esteem in which too many of our people hold teaching.

At almost every level of teaching the public through the school boards, parent groups and others make demands on teachers which preempt a great deal of their out of school time. Teachers in the grade and high

school levels are asked to devote time to school and community activities—many complain that they cannot call their souls their own.

College teachers, fortunately, are not victimized quite the same way. Many do, however, find themselves engaged in a multitude of campus activities which takes time away from classroom preparation, research and writing. We should realize that if we are to get the best from our teaching profession we should let the teachers devote a maximum amount of time to the job they are paid to do: teaching. In the colleges we should make allowances for research and special scholarly projects.

The teacher shortage is serious. Higher pay will help, but it is not the entire answer. We should reconsider our problems and re-evaluate the important role of the teacher. Perhaps an increased measure of consideration and respect would go far toward meeting the problem—when it is coupled with decent pay.

Friends' Tercentenary

This year the Quakers are celebrating the three-hundredth anniversary of their coming to America. The Quakers—or Society of Friends as they are more formally known—are not great in number, but they have through the years won the profound respect of all groups and all sects.

Quakers have been especially helpful in philanthropic work and in overseas service. They have made an enviable record in dispensing good works in all parts of the world. Quakers are among the most tolerant of people. They have been strong supporters of the United Nations and of programs which are designed to promote technical assistance and improved methods of achieving better health and living standards in all parts of the earth.

As they begin their fourth century in the New World, we are glad to add our best wishes and congratulations for unselfish devotion to humanitarian ideals through 300 years of American history.

Union-won Vacations

Vacations have become a basic part of the American scene. While the white collar workers were first to win concessions in the form of time off with pay, they are joined now by the workers in factories, in processing plants, on trucks and in practically every endeavor in American industry.

Vacations are not accidental gifts from the employer. They are privileges which have been won by the workers usually through the processes of collective bargaining. Vacations take their place along with other benefits which working men and women are winning in making advances in improvements in wages, hours and conditions.

Members of trade unions should realize that the vacation time off with pay and other benefits are the direct results of unionism. Perhaps if members were more acutely aware of the benefits won by unions, they would take more interest in organization activities and would participate more in union programs.

Miami Beach Will Be Host City To Greatest Teamster Convention

DEFINITE plans for the 1957 convention of the International Brotherhood of Teamsters are taking shape following the recent trip made by General President Dave Beck to Miami Beach, Fla., proposed convention city.

President Beck went to Miami Beach to work out details for the convention and to set the machinery in motion preparatory to developing convention details.

PROPOSED PLANS

Following his return from Miami, the general president issued the following statement which spells out the proposed plans for the 1957 convention:

The General Executive Board at the spring meeting voted to hold the 1957 International Convention at Miami Beach, Fla., and authorized the General President to conclude all arrangements with the hotels and other essential factors.

In accordance therewith, I have just concluded negotiations with hotels and the Convention Bureau of Miami Beach.

It is mandatory under the provisions of our International Constitution, that our convention be held during the year 1957 and previous to December 1.

I have signed agreements with the Eden Roc Hotel for headquarters and for the rental of the Miami Beach Auditorium. The date of the convention will be either September 26 to October 5 or October 31 to November 9, 1957.

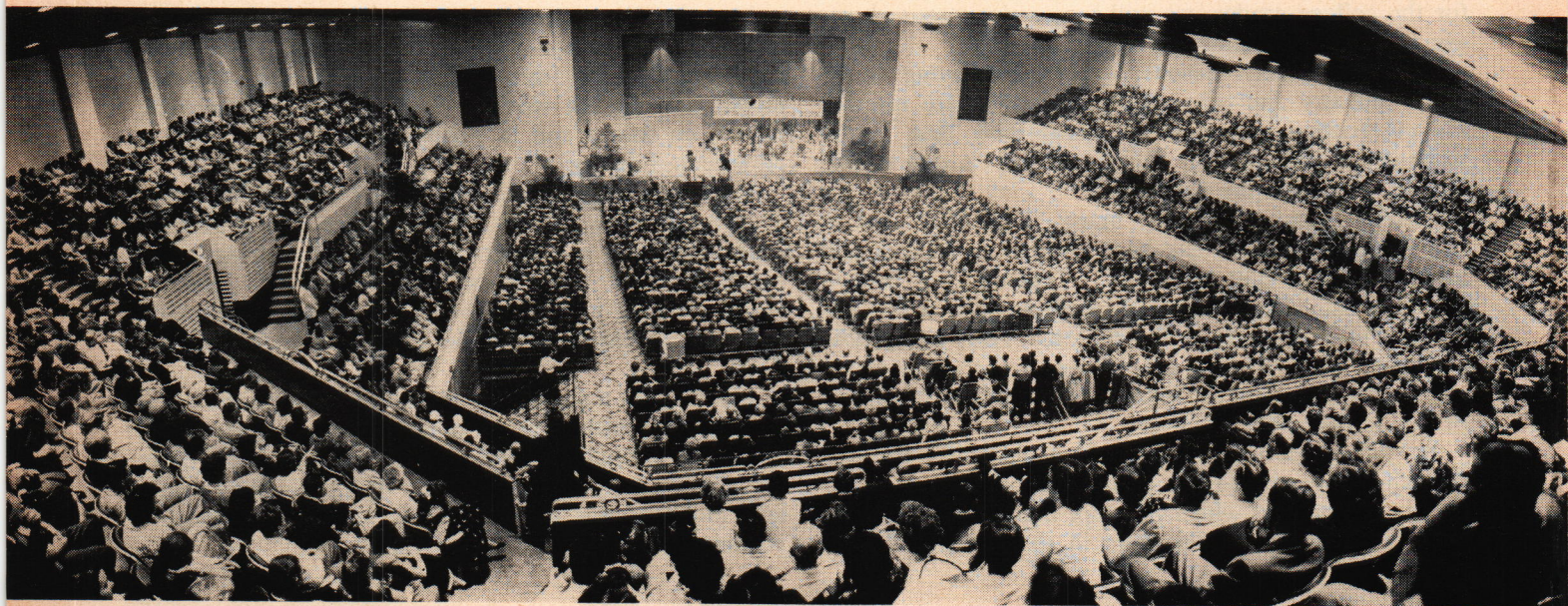
The American Dental Association has signed the dates of October 31 to November 9, but there is possibility of their canceling and if so, we will take these dates. This decision will be made before October 1. Our next issue of THE INTERNATIONAL TEAMSTER will carry the exact convention time.

DATES TENTATIVE

In any event we will meet in Miami Beach either September 26 to October 5 or October 31 to November 9.

This convention will be the largest in the history of our International Union. I will immediately establish convention headquarters and start the work of perfecting details that will guarantee a splendid convention. I have selected a director and some staff members including reservations and publicity.

It will be our goal to have every local union of our international organization in attendance at our convention with their full quota of delegates. We desire that when our convention ad-





The magnificent Eden Roc Hotel, on the ocean front off Miami Beach's famed Collins Avenue, will be convention headquarters.

journs it will have decided on all issues by every local union being 100 per cent represented by its entire eligible number of delegates.

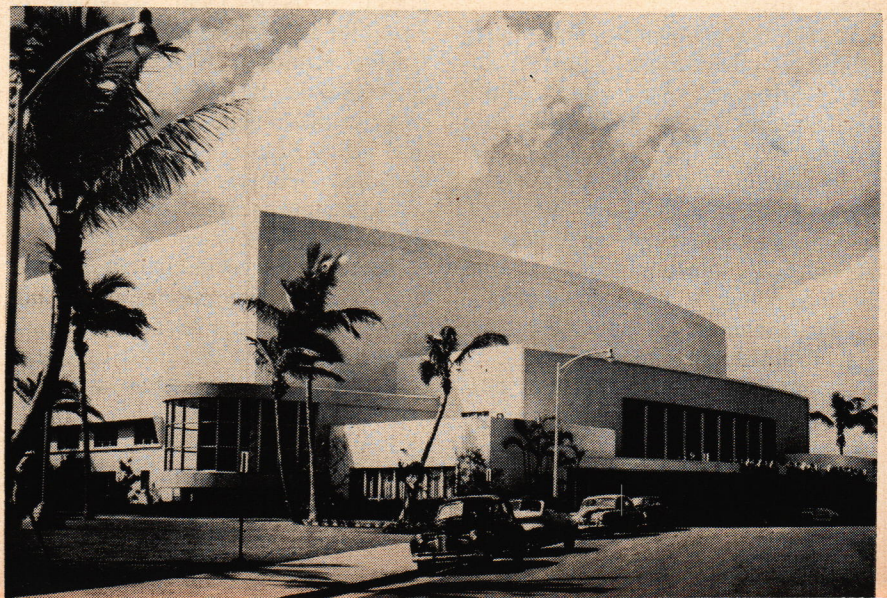
I ask every local union to start immediate planning for complete attendance. If no financial plan is in effect now, every local should inaugurate one immediately and set up a separate convention delegate fund and pay into it over the next 13 months. We will make immediate arrangements to advise you of all procedure needed by you to estimate costs. We will within the next 30 days furnish you the number of delegates you

would be entitled to if the convention were held next month. This will enable you to estimate the number of delegates who will attend from your local union. This will be given you in order that your budget plans can be made.

We will, in the next magazine, list hotels and rates of unionized hotels and data incidental to airline, rail and other forms of transportation. All reservations will be made only through our convention department and we will include the best hotels and motels that are available in our arrangements.

Left: An interior view of the spacious Miami Beach Auditorium where 1957 convention sessions will be conducted.

Right: Exterior of the modern new auditorium. It is located at Lincoln Road and Washington Avenue, just off Collins Avenue, and is about a 10-minute taxi ride from the Eden Roc.



Many Nations of the World are Top Customers for This Teamster

PAUL DIEHL is an average-looking fellow. Sandy-haired, 46 years old, he has laugh lines in the corners of his blue eyes. There's just a suggestion of a bulge at the waistline, and his hair is a little on the thin side. He dresses neatly and is on his job, which carries him to many "countries" of the world, at 7 a. m., five days a week. He is a regular to the homes of many national and international figures, whose welfare and that of their families depends on Paul to a great extent. Paul Diehl is important because he is a milk truck driver whose territory cuts right through Washington's famed "Embassy Row."

Paul, a member of Teamsters Local Union 246 in the nation's capital, technically visits seven nations every week, since the property which Embassies occupy is considered by international law to be an essential part of the soil of the mother countries. When Paul carries his load of milk across the property lines, he is "leaving home."

Teamster Diehl is one of the approximately 250 "Smiling Thompson's Milkmen" and has worked for Thompson's Dairy for the past 21 years. Because he has such seniority, he is able to "bid in" his choice route with about 340 customers. The Embassies are fabulous customers; one bill delivered one morning not long ago was for \$124.15! And, of course, his collections are not "come back next week" affairs.

Diehl delivers milk and dairy products to the Danish, Saudi Arabian, Ceylonese, Australian, South African and Iranian Embassies and to the Apostolic Delegation, the equivalent of the Vatican Embassy. He also delivers to many ministers, air attaches and other members of the capital's diplomatic corps and to Congressmen, government leaders and members of the present and past Presidential Cabinets.

Among the many prominent per-

Paul Diehl stands at the controls of his milk truck as he wends his way around embassy circuit delivering his wares to many "foreign lands."



sonages on his route is John Foster Dulles, whom he met first while having a cup of coffee in the Dulles kitchen. He sees the Secretary of State taking walks once in a while. "He's not home much though," said Paul. He serves the home of Thomas "Tommy the Cork" Corcoran, a New Deal associate of Franklin D. Roosevelt. Another is Carlos Romulo, famed Philippine resistance leader. Jesse Donaldson, ex-postmaster general, is on his route and so is Strom Thurmond, South Carolina Senator. The newspaper world is represented by James Reston of the New York Times.

Some of his good customers have moved away; any change in the administration brings on a rash of new customers. One departed customer is Perle Mesta. Another is a Mrs.

*When Driver-Salesman Paul Diehl
Sets Out on His Dairy Route, He's
Apt to 'Visit' Japan, Australia,
Iran and Other Foreign Posts Along
Capital's Famed 'Embassy Row'.*

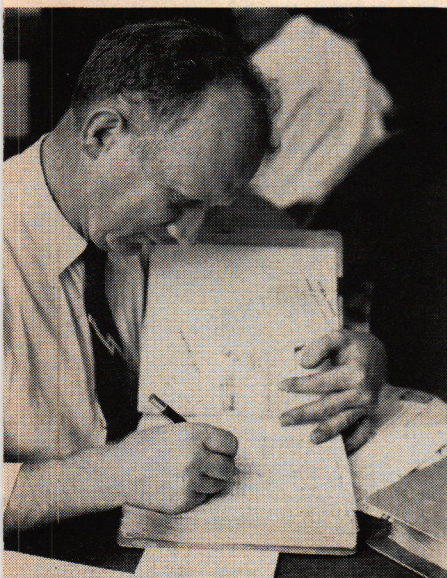
Member of the Ceylon Embassy staff and youngster looks over one third of the weekly order, typical of many of stops



D. D. Eisenhower, who moved from her large apartment at the Shoreham Hotel to a single-family dwelling at 1600 Pennsylvania Avenue.

Driver salesmen are really salesmen now that deliveries are made in the daylight hours. Diehl gets up every morning, five days a week, at 5:30. He leaves the dairy with his loaded truck about 7 a. m. By 2:30 or 3 p. m. he's back, totalling up and checking out.

"I remember the old days when we used to get up at 1 a. m. and be through making deliveries by 8 a. m. How were you going to sell people butter, eggs, cream, and all the rest when they were sound asleep?" He believes daylight hour deliveries have resulted in higher total sales rather than the lost sales which were at first forecast. In ad-



Diehl takes time out at the end of the day to total up his sales and estimate the commission he'll derive from route.



James Despotides, the chef at the Australian Embassy in Washington, gets two extra quarts of milk for his huge tri-weekly order.



Yoshiko Yamaguchi, who claims no relationship to Japanese actress Shirley Yamaguchi, accepts milk at door of minister's home.

dition, drivers need not retrace their routes to make collections.

There's nothing to hold a customer like good service declares Paul Diehl. "That means getting the order right, delivering it when they are used to getting it, staying off the lawns and not blocking driveways. You've got to put it in the ice box when they want you to. If you have to go back a second time for something they just thought of, you can't complain. Maybe you've got to climb three flights of stairs for a half pound of butter . . . so what? You've got to remember to close gates."

You can't be taking a kick at their dogs, either, even though the mutts may snap at your heels. Diehl's not been bitten yet but he admits to some bad moments.

"People get used to their milkman and I think that juggling men around on routes loses customers because, while they'll stay with the man they've known for a long time, they might just switch when there's a new man on the route and no personal ties to break," he declares. He has been on his present route 16 years.

The best sales on this "Embassy Row" route run in the winter because in the summer time, many good customers go away to summer resorts to avoid Washington's muggy heat. Top sales run as high as \$1,400 a week. In the summer, this will drop to \$800 or \$900 a

week. The union contract Diehl works under provides him a minimum of \$81.30 on the first \$400 in sales weekly. He then gets 5 per cent on all sales above \$400. If he has to work over 40 hours in a week, he gets time and a half which figures at \$2.34 an hour. "There's not much overtime now that we don't have to make out our own bills," he said.

"I'll bet I sell a larger percentage of butter and cream than anybody in the business," he laughed. "The average route buys more milk, but

the rich people buy butter and cream!" An average summer time load for Diehl would stack up this way: 407 quarts of various types and grades of sweet milk; 12 quarts of chocolate milk; 22 quarts of buttermilk; 27 pints of cream; 4 pints of sour cream; 12 pounds of two kinds of cheese; 31 pounds of butter, 8 pounds of margarine; 49 dozen eggs; 14 quarts orange juice and 7 pints of yogurt. In the winter time many of those amounts would be double.

Diehl services every one of his

The Diehl family gathers for the evening meal. Here daughter Elaine passes bread to father while Mrs. Diehl, a teacher, and sons, Barton and Phelps serve themselves.





Diehl, the "international milkman," strides from the home of Secretary of State John Foster Dulles, where he occasionally has met Mr. Dulles between globe-circling trips.

accounts like he had just gotten it and then heard it was thinking of leaving. He dresses neatly and wears a smile. He greets everybody he meets ("sometimes you think it's the gardener and it turns out to be the Ambassador!"). He wipes his feet before going inside even though they're already clean ("it's just force of habit") and if they want the milk put in the ice box, he puts it there, even if it take five minutes of his time to rearrange the contents to make room. On his route book are pencilled careful little notations like: "Always put the VD (vitamin D milk) in the ice box"; "make sure she gets brown eggs"; "check the order card in the kitchen"; "weak step"; "close gate"; "watch dog."

Diehl has been married 20 years and has three youngsters. They are Phelps, 16; Barton, 14, and Elaine, the youngest, 12. They have a neat house at 6022 North Washington Boulevard in Arlington, Va., right across the Potomac River from the District.

To travel with Diehl on his daily route is one of the most interesting of all "Embassy tours." At one of his early stops, he placed a big order of milk on a table in the middle of an Embassy kitchen. It was put into a gleaming modern refrigerator by a native cook in a native costume

whose design has not changed a whit in thousands of years. In another kitchen there is an incomprehensible babble going on. It is almost lunch time and the room is crowded with the cook, the housekeeper, the butler, the maid and a couple of other people who might be the chauffeur and seamstress or might be the ambassador and his wife. There are at least four different languages being used and everybody is talking at once.

At the Saudi Arabian Embassy it was early morning and the ambassador's daughter was just getting ready for breakfast. She's a black-haired little doll about six years old with pierced ears and little circlets of gold in them. At the Apostolic Delegation there is a self-service elevator just inside a locked door. Diehl rings a bell and is genially greeted by a soft-voiced nun in a starched habit. The kitchen is on the second floor and looks like a cross between Madison Square Garden and an operating room; big like the Garden and gleaming antiseptically white and clean like an operating room. "They're one of my best accounts," remarked Diehl as the elevator doors whanged shut. "Nobody leaves in the summer time."

"The Australian Alps" was

Farina Al Khayyal, youthful daughter of the Saudi Arabian ambassador, exchanges greetings with the milkman, Teamster Diehl.



A member of the Ceylonese Embassy staff in native costume loads up the refrigerator with dairy products just delivered.

Diehl's next call. There's a steep incline about 30 yards long and then there are 26 steps up to the kitchen perched on the side of one of the steep hills bordering Rock Creek Park. It took two trips up "The Alps" to complete the order. About two-thirds of the time it takes two trips. At the home of Senator Mike Monroney there was a note telling him what was wanted and "put it in the ice box and close the kitchen door tight when you leave. Thank you."

Paul Diehl's association with cows and milk goes back to his boyhood. He was born and brought up on his father's dairy farm at Nokesville, Va. He remained and worked on the farm as a boy and young man until he had completed two years of high school. When he was 25 years old, he took a job with Thompson's

Mrs. Diehl works in her modern kitchen recently remodeled by Diehl with modern fixtures and attractive new wall cabinets.



After completing his route, Diehl totals his sales, draws his balance, turns in his cash and makes out next day's loading sheet.

Dairy in 1935 at \$29 a week. In those days that wasn't bad money; "something more than federal workers were getting," he recalls. In 1937 the plant was organized and Paul joined the Teamsters. The year before he had married his boyhood sweetheart, Jeannette Matthews, who was teaching school. She continued to teach school until the youngsters began to come into the family. Later, as they grew up, she returned to her teaching job.

It's a close-knit family where the children get substantial allowances but, in return, do substantial work. Phelps washes all the dishes and performs other chores. He gets \$15 a month allowance. Elaine is "the upstairs maid" and gets \$5 a month for dusting, sweeping, making beds, etc. Barton is the businessman of the trio of kids. He saved his money,

bought two power mowers and keeps the lawns of the neighborhood trimmed at fantastic prices. The Diehls' home is an attractive colonial three-bedroom brick, all paid for.

Diehl drives a '51 Henry J back and forth to work and his wife, Jeannette, sports a brand new Olds 88 for which they traded in a '50 model. The family has little formalized recreation other than occasional movies, weekend trips, picnics and television. But they take much happiness and satisfaction out of doing whatever they do as a family unit. An example is their kitchen remodelling job. Instead of a vacation this year, the whole family went to work on the kitchen. All the old fixtures were ripped out with even little Elaine helping. Next they all worked together to assemble the knocked-down cabinets and put them in place. Special care was taken to put glass sliding doors above the cabinets with hidden lights to display prized pottery. The new stove and sink were put into place and a natural finish was applied to all wood. The family did it, the family profited and the family enjoyed the joint undertaking. "It was almost as much fun as a trip and it doesn't have to be over like a trip," commented Paul.

The day the pictures were made of him, a day "in between" summer and winter, Paul turned in sales of \$213.26. He had traveled nine

miles in his truck and had sold out of milk completely. He "borrowed" some from another route driver and gave that driver some of his excess butter and eggs. Even so he had one customer whose order he couldn't fill and he delivered that in his own car on his way home, going somewhat out of his way. He was continuously on his feet from 7 a. m. until 4 p. m. when, after unloading his truck and having it gassed, he sat down to figure up his accounts.

Paul Diehl is a practical man. He gives his allegiance to his union because he realizes that through his own hard work and the support his union gives him he has been able to build for himself and his family a good life. He has been able to make more than "a living wage." He has been able to save some money, invest in rent property and real estate with future development possibilities, acquire for himself an annuity program and assure his children's educations.

He does not look forward to any changes in his position as a driver salesman. He knows he probably has many more good years ahead of him. Right now all he wants is a better truck and a few more good customers. He does his job, attends his union meeting, goes to church on Sunday, keeps up his home, votes on election day and minds his own business. He's a good husband and father, a typical Teamster and an average American.

In the huge and gleaming white kitchen of the Apostolic Delegation, Teamster Diehl hands milk to a member of the Canadian Order of Nuns.



CALIFORNIA TEAMSTERS WIN SAFETY AWARD

TTEAMSTER Joint Councils 7 and 38 have been presented one of twelve national awards for their spectacular Teamster - Green Cross safety campaign during 1955.

The presentation of the handsome National Safety Council statuette was the culmination of months of planning and practicing good safety in the Northern California area.

When the campaign was launched last year, Western Conference President Frank Brewster reminded members that the yearly traffic figures for the area counted 1,700 dead and 60,000 injured on the highways and streets.

"This program will be a mass appeal for common sense in accident prevention," he said. "It will be the most successful plan in our land."

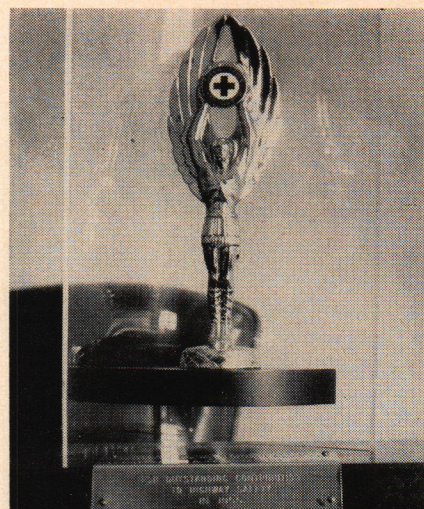
The campaign began in September and carried through the month of October, but planning for the safety crusade had been worked out during the previous four months.

Governor Goodwin J. Knight acted as honorary chairman of the drive.

During the campaign more than

200 large billboards, 150,000 bumper strips, 10,000 posters, 100,000 decals and 150,000 folders were brought into use to make the public safety conscious.

More than 550,000 persons signed pledge cards promising to drive and walk safely. Some 64 parent-teacher groups, six business and professional clubs and twelve women's clubs signed the pledges.

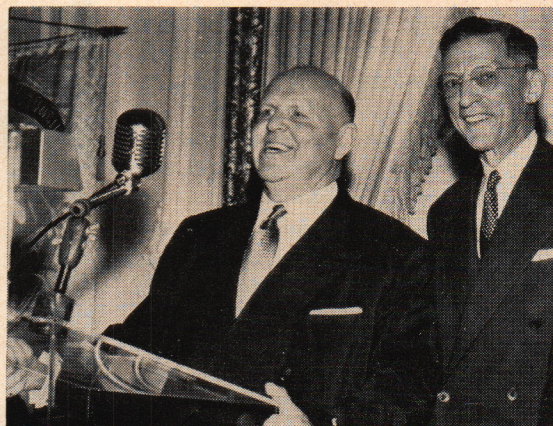


This is award won by Teamsters "for outstanding contribution to highway safety."



Governor Goodwin J. Knight, honorary chairman, opened the sixth annual Governor's Traffic Safety Council in October. Shown with Governor Knight are, from left, Teamster International Representative George Mock, National Safety Council Official J. Arthur Rude, and Karen Walner, theme girl for the Teamster-Green Cross Safety Crusade.

Ken Tenney, Teamster co-ordinator; International Vice President Joseph J. Diviny, Local 588 Secretary Fred Irvin, International Representative William J. Conboy and Local 960 Secretary Jerry Rhodes, from left, discuss safety crusade plans.



General President Dave Beck speaks at kickoff banquet for Green Cross drive. Arnold E. Archibald, retiring San Francisco National Safety committeeman, is at his left.

*Second-Year Successes Hold Promise
For Important Results in Months
Ahead for Joint Organizing Committee*

TEAMSTERS, BUTCHERS EYE THIRD-YEAR GOALS

THIS month the Teamster-Butcher organizing committee begins its third year of activity in joint efforts to organize the unorganized within the jurisdiction of the two unions.

In August 1954 Teamster General President Dave Beck and General Secretary-Treasurer Patrick E. Gorman of the Amalgamated Meat Cutters signed an agreement at the American Federation of Labor Convention in Los Angeles, Calif. Following signing of this agreement a joint committee was set up and by

mid-September it had been formed and was ready to function.

During the past two years the committee has set up offices in Washington, D. C., with two co-chairmen in charge: Lewis C. Harkins, director of the Teamster National Cannery Division, and Leon Schachter, vice president of the Butcher Workmen.

The committee holds meetings quarterly to set policy and to work out programs for field organization efforts. Teamster Vice President Einar Mohn is committee secretary.

Other Teamster members on the joint committee which sets policy for the program include Vice Presidents John T. O'Brien, Chicago, Ill., and James R. Hoffa, Detroit, Mich., and Harold J. Gibbons, secretary-treasurer of the Central Conference of Teamsters.

The four vice presidents from the Amalgamated Meat Cutters on the committee include Harry Poole, executive vice president in the general offices; Max Osslo, San Diego, Calif.; Max Block, New York City, and Marvin Hook, St. Louis, Mo.

The last quarterly meeting of the organizing committee was held in Dallas, Tex., immediately following the recent annual session of the Southern Conference of Teamsters. At this session and in subsequent reports the organizing committee has been able to report substantial gains through joint efforts.

In the northwestern section of Ohio, for example, a strong campaign has been underway with headquarters in Toledo. Lawrence Steinberg, Teamster general organizer and head of the Toledo joint coun-



The Teamster-Butcher Workmen coordinating committee holds one of its quarterly sessions at Dallas, Tex. This meeting was held immediately following the annual session of the Southern Conference of Teamsters. Left to right (far side of table, reading clock wise)—Murray W. Miller, chairman, Southern Conference of Teamsters; Vice President Max Block, Butcher Workmen, New York City; Teamster Vice President James R. Hoffa, Detroit, Mich., and Einar Mohn, Washington, D. C.; Co-chairmen Leon Schachter, Butcher Workmen, and Lewis C. Harkins, Teamsters; Teamster Vice President John T. O'Brien, Chicago, Ill.; Executive Vice President Harry Poole, Butcher Workmen, Chicago, Ill.; Vice President Marvin Hook, Butcher Workmen, St. Louis, Mo.; Vice President Roy Scheurich, Butcher Workmen, Louisville, Ky., and William Griffin, director, National Miscellaneous Trade Division. Not shown in this photo were Sam Twedell, vice president, Butcher Workmen, Dallas, Tex.; Dale Carson, assistant to Co-chairman Harkins, Washington, D. C.; Thomas Owens, director, National Produce Division, Washington, D. C., and John J. Greeley, Warehouse Division, Eastern Conference of Teamsters, Washington, D. C.

cil, has been in active charge of the Ohio campaign. Contracts are being negotiated with two major meat packers and a transport company as the result of early efforts in the area.

In Cleveland two companies have been organized and in Columbus four unorganized companies have come into the fold. One of the shining success stories is the achievement at Dayton, Ohio, where organization work has accounted for almost a thousand new union members in a year. The growth of organization has been marked, going from 250 a year ago to more than 1,200 today, the committee reports. This includes substantial increases in both the Butcher Workmen and the Teamsters.

In the Chicago area 22 companies have been organized where employees were not previously affiliated.

During the first six months of this year energetic efforts on the Eastern Shore of Maryland have chalked up big gains—603 new members for the Teamsters and 890 for the Butcher Workmen. These were from poultry companies.

How joint efforts on a coordinated basis can accomplish wonders in organization is easily seen in the state of West Virginia. For example, all the beverage companies in Charleston are now affiliated. In this particular area Teamsters have tried for 20 years to get these companies organized. The number of drivers signed up approaches the 200 mark.

Success is also reported in the Erie, Pa., area where inside workers at Swift were organized and where a baking company, non-union for 30 years, was brought into camp.

At the present time organization work under the supervision of the coordinating committee is going forward in Dayton, Columbus, Toledo, Cleveland, Maryland's Eastern Shore (Delmarva Peninsula), Washington, D. C., Baltimore, Md., Philadelphia, Pittsburgh, the states of Virginia and West Virginia.

Joint efforts have accounted for more than 2,500 new members in the two unions in the first six months of 1956. And since the mid-

year mark, hundreds of others have signed on the dotted line.

In commenting on the achievements of the program. General President Dave Beck said, "The results we have seen on the part of our two unions proves that these mutual aid pacts, implemented by hard work in the field, can spell success to organizing programs. We see proof that working together in a carefully coordinated manner can spell real success and as time goes on we know that the efforts will pick up momentum and add still further to the membership of the Teamsters and the Butcher Workmen."

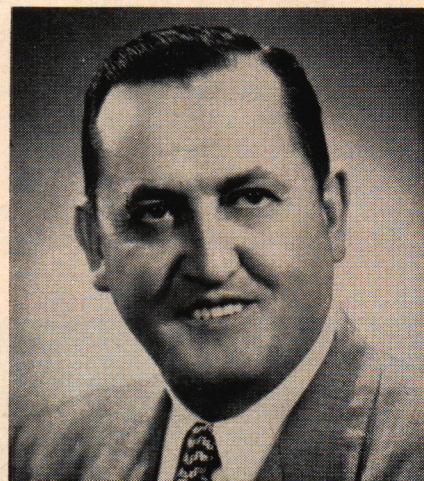
On September 26 the joint committee began an intensive drive in the Pittsburgh area with the local unions and joint council of the Teamsters and the Butcher Workmen locals in the area lending co-operation and assistance to the effort.

"We are learning the ways and means of effective action and as we go along we are learning how to get results—and we have high hopes for productive results in the months ahead," Co-Chairman Harkins said in giving a summary of results to date to THE INTERNATIONAL TEAMSTER.

Leaders of Label Department



John J. Mara



Joseph Lewis

New leadership of the Union Label and Service Trades Department (AFL-CIO) is making plans for the 1957 Union Industries Show which promises to be "bigger and better" than any previous exposition. The show will be held in Kansas City, Mo., May 16-21.

The new president of the department is John J. Mara, president of the Boot and Shoe Workers' Union. He succeeds the late Matthew Woll who served for many years as its president.

The new secretary-treasurer is Joseph Lewis who succeeds the late Raymond F. Leheney, well-known West Coast Teamster who has been named to the post following the death of I. M. Ornburn.

Mr. Lewis will be the full time

executive of the department and will devote his entire effort to the Union Label and Service Trades program. He resigned his presidency of the Stove Mounters' Union to accept the AFL-CIO assignment. The Executive Council named Mr. Lewis at its meeting in Forest Park, Pa.

Ever since the Union Industries Show has been a major part of the department's program Mr. Lewis has been one of the most energetic supporters of the annual exposition. He observed when he was named to office that the union label had meant a great deal in building the Stove Mounters' Union. He is strongly convinced of the need for selling the importance of the union label through his new position in the department.

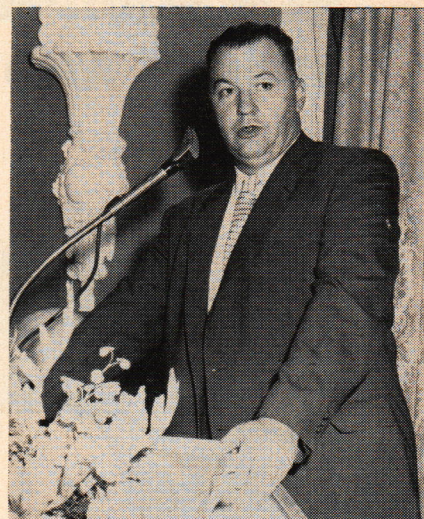
JC 73 HOLDS ANNUAL MEETING

Strong gains in membership in 1956 over last year were reported in the annual convention of Joint Council 73 at Atlantic City, N. J., last month. The three-day meeting closed with a banquet which was addressed by General President Dave Beck and others from labor and government circles.

Among those attending were Vice President Einar O. Mohn and Fred Tobin of Washington, D. C.; Vice President John Conlin; Mayor Leo Carlin of Newark, a former active Teamster; Joseph Trerotola, secretary-treasurer of the Eastern Conference of Teamsters; Commissioner J. Kramer of the New York State Labor Relations Board; Frederick Gassert, Motor Vehicle Director of New Jersey; Rocco Dameo, and William O'Connor of the New Jersey Motor Truck Association.

A highlight of the convention was a report by Joint Council President Lawrence W. McGinley which showed that the council has shown a monthly increase of 4,000 members in 1956 over 1955. An organizing drive in New Jersey is under discussion by the joint council and on the discussion agenda also was the question of recommending a state labor relations law in New Jersey similar to that of New York state.

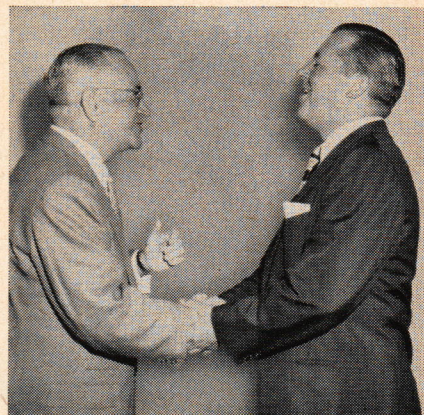
The joint council announced at the convention that a testimonial dinner will be held October 11 honoring General Secretary-Treasurer John F. English and Vice President Conlin. At this program General President Beck, Consultant Calvin Johnson of the ATA and Archbishop Thomas A. Boland will be speakers.



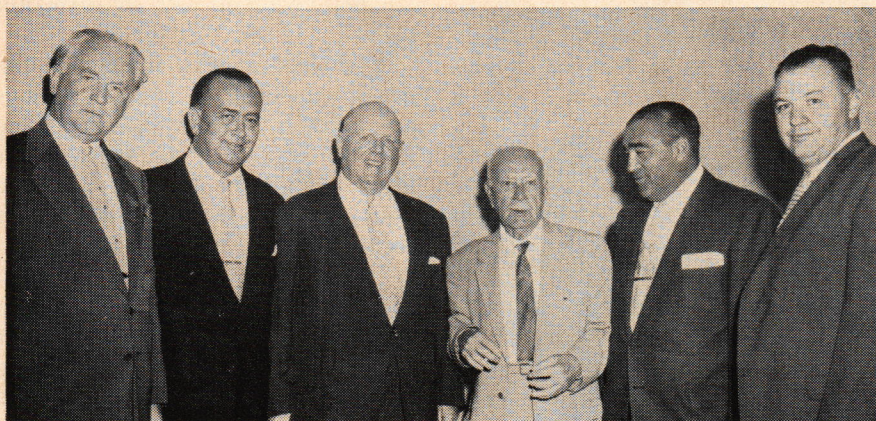
J. C. 73 President Lawrence W. McGinley reports on progress at the annual session held in Atlantic City.



At the J. C. 73 dinner are shown (from left) Council Attorney Jack Friedland; General President Dave Beck; International Vice President John J. Conlin; Eastern Conference Secretary-Treasurer Joseph Trerotola, and International Vice President Einar O. Mohn.



John Backhus, international trustee, Philadelphia, Pa., greets Leo Carlin, Newark mayor and former Teamster.

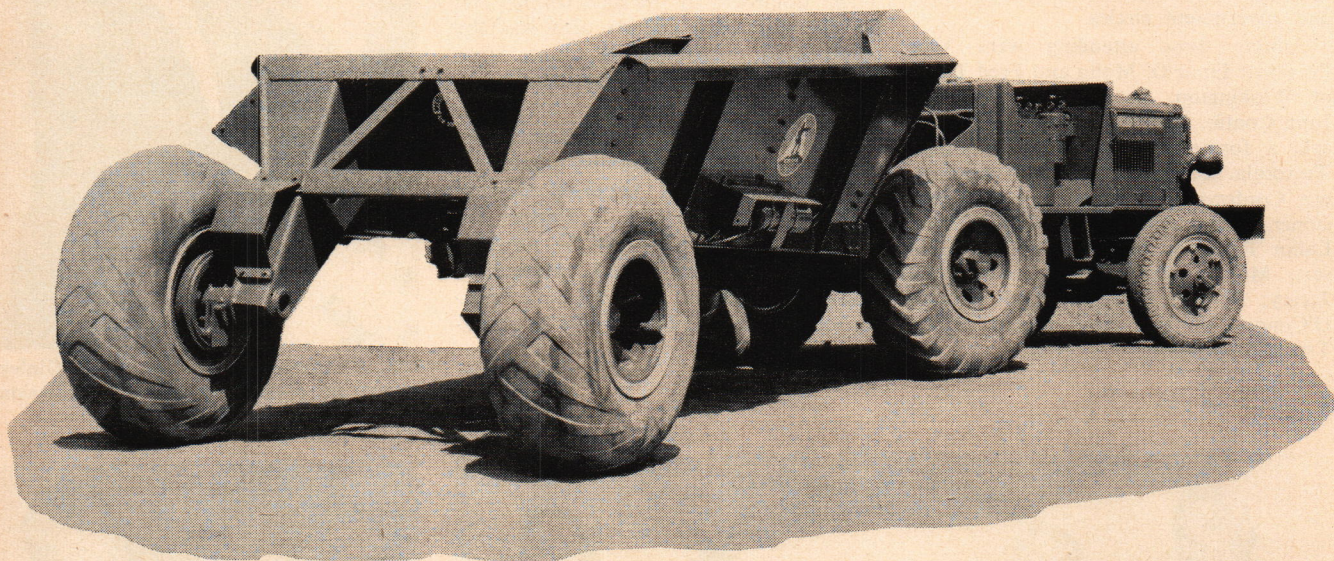


Council officers are shown with guests at the annual dinner. Left to right—Patrick Reilly, trustee; Edward Sullivan, secretary-treasurer; General President Dave Beck; International Vice President John J. Conlin; Trustee Herbert Heilmann and Council President Lawrence W. McGinley.

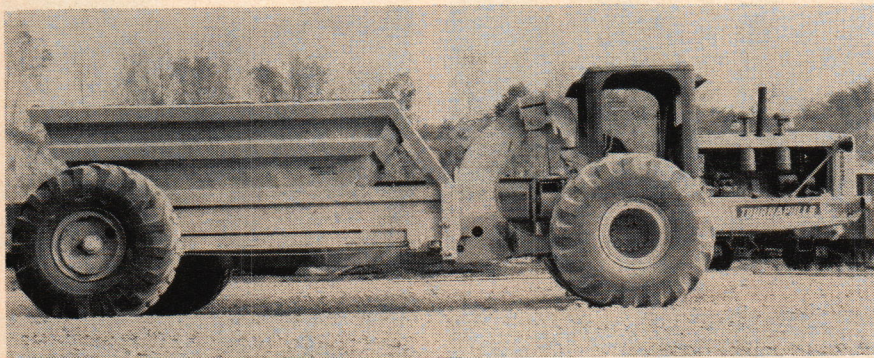


Felicitations are extended to International Vice President John J. Conlin (right) by Mayor Leo Carlin (left) and President Dave Beck.

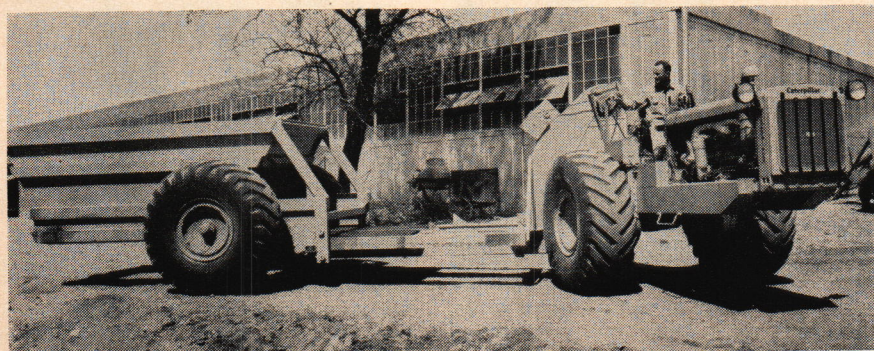
NEW EQUIPMENT, MANNED BY TEAMSTERS, SPEEDS AND STREAMLINES CONSTRUCTION



The Euclid Trac-Truck is a construction vehicle useful around construction jobs. This vehicle is not self-loading. It is used for transporting stone, earth or other materials requiring heavy duty transport.



The Tournapull unit, widely used in construction, is pictured above. It should be noted that this vehicle is NOT self-loading.



Shown above is a Tournatrailer with the moving body. In its present position the body is moved back and the bottom opens so that the load can be dumped.

ONE of the newest types of equipment in use in the construction field comes from Bowling Green, Ohio, where the Daybrook Hydraulic Corporation makes what it calls the "Hi-N-Lo."

This unit is also called the "Hi-N-Lo Speedlift Air Entrained Concrete Body."

Called "the newest development in handling air entrained concrete," the Hi-N-Lo unit apparently has many versatile characteristics which are finding favor with construction men.

The chief item of interest in the list of attributes of this new unit is the method whereby the carrying unit or body can be elevated or lifted. The specifications of the body spell out the ways and means recommended for its use:

"Perfect selectivity of any discharge point from six inches from the ground to seven feet six inches in the air makes the new Hi-N-Lo Body an answer to quick, fast and economical delivery of air entrained concrete in perfect spreading consistency.

"High forms easily reached from

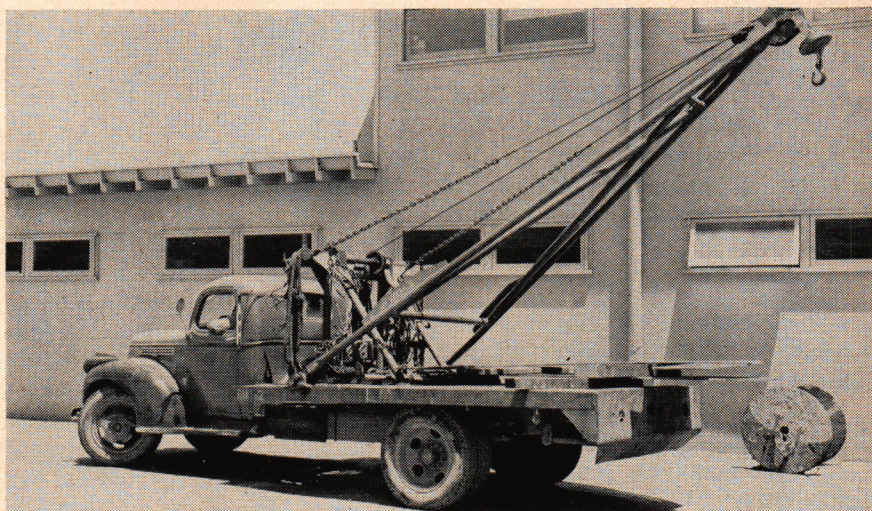
any point within a 180-degree angle. Chute is fastened to the body on a swivel and follows body to any dumping position."

The illustrations on this page show the body as it is in fixed position on the truck base and as it is when it is elevated and in action for one of its "high lifts." The body is designed for three cubic yards of concrete, but its actual water level capacity is slightly over four yards.

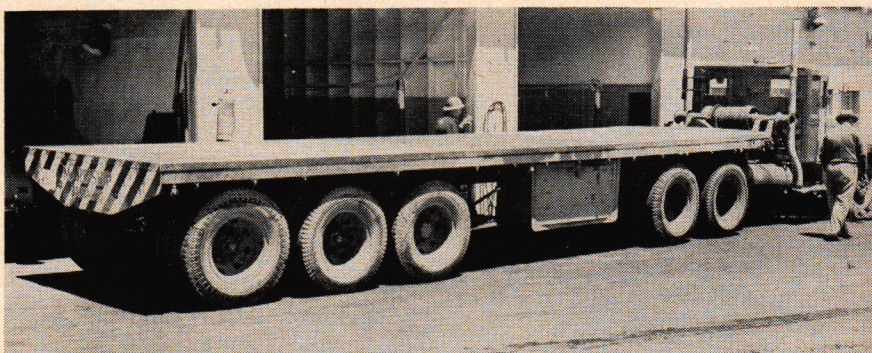
The specifications of the manufacturer say that "... the center position in the body gives the concrete another mix as it is being discharged, as the concrete is discharged from the bottom of the body at all times.

The makers of the Hi-N-Lo point out that the center of gravity of the unit is always within the wheel line so that maximum weight even when the body is high in the air is well within the wheel line of the truck.

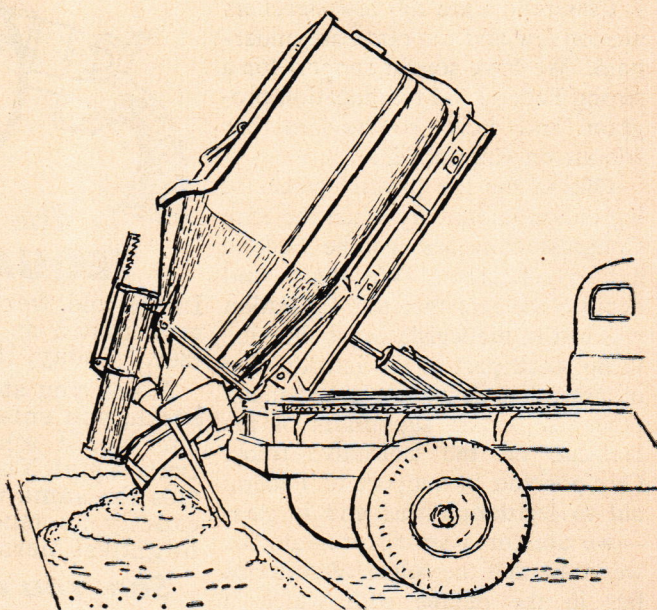
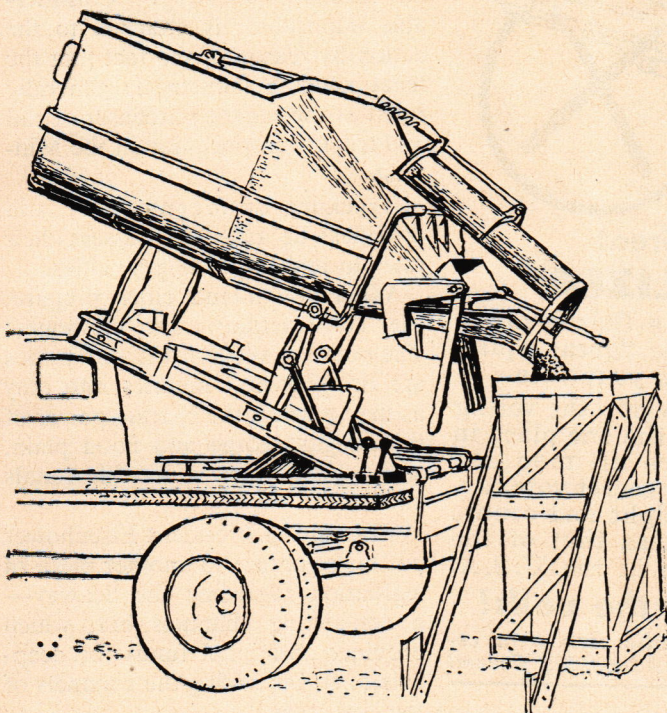
This vehicle is one of the newer ones which has come on the market and has not been extensively distributed throughout the country. The illustrations and points of interest are included in this series in order that Teamsters in the construction field might know of the nature of the unit and might be able to be aware of the proper allocation of jurisdiction of its use to Teamsters.



This truck with the crane mounted on the body is worth noting because on this particular vehicle there is load-bearing area behind the crane mechanism.



This semi-truck shown at a shipyard is a familiar sight to many Teamsters. Of special interest on this vehicle is the loading winch, fixed immediately behind the cab unit. The winch is used for loading the truck in picking up materials for transport.



The Hi-N-Lo can discharge a load close to the ground or several feet above ground in an elevated position. The photo at left shows high point discharge and one above shows a low point discharge.

LEGISLATION

(Continued from page 8)

expands the coverage. With these general aims the International Brotherhood of Teamsters has been in full accord.

LIMIT NOT REACHED

We have not reached the limits of the benefits of social security by any means yet. We do not now endorse a so-called "welfare state" in which a paternalistic Government takes care of an individual from the cradle to the grave. We do expect and demand that we have fair legislation and benefits which are adequate and comprehensive and consistent with the maintenance of our free economy.

Teamsters have been among the leaders in the labor movement in developing programs of pensions, health and welfare, medical care, etc. Our position on these matters is well established and there should be no misunderstanding as to where we stand on social security.

Last month almost 42 million pupils went trooping back to school. Hundreds of thousands of these pupils from the primary grades through college doubtless encountered conditions which are inconsistent with the best education which America can and should afford.

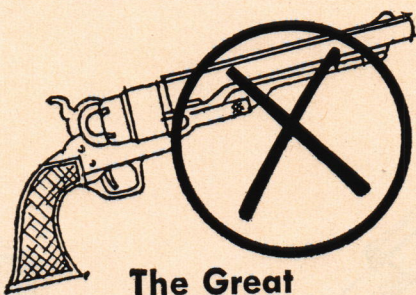
Classrooms are too few; teachers are too few and too often are underpaid. We have sought support for a strong Federal aid to education program and have so advised our friends on Capitol Hill.

One of the top priority pieces of legislation in January when the 85th Congress convenes will be Federal aid to education. We regret and deplore the fact that this legislation was lost in the legislative shuffle due in no small part to the introduction of amendments which threw many otherwise strong supporters of the measure off the legislative track. Our position in support of Federal aid to legislation was and is clear—we are for a strong program for we know that the future of America lies in the degree with which it meets the problem of educating and training its young people.

Teamsters are concerned particu-

larly with certain phases of legislation and regulation with reference to the motor transport industry. We have called attention to the fact that the Interstate Commerce Commission has an inadequate staff to enforce Federal motor truck safety requirements. The failure to enforce properly is dangerous—dangerous to the industry, to our drivers and to the shipping and traveling public. We believe that the ICC should have enough funds to do an adequate job, not a part-time job.

Related to this matter of appropriation for ICC enforcement is the fact that the motor transport industry should be more adequately represented on the Interstate Commerce Commission. We do feel that all forms of American transportation should be represented—trucks, railways, waterways. We believe that a well balanced Commission is one of the best guarantees America can have for a well coordinated system of public transportation by the various industries serving the shipping public.



The Great "EQUALIZER"

In the old west, a Colt revolver was known as the "great equalizer." Today, it is your vote.

When you step into the voting booth, you enter the one place in the world where all men are truly equal. Your secret vote carries the same weight and counts exactly as much as that of the mightiest person in the U.S.A.

See you at the polls!

Published as a public service in co-operation with The Advertising Council

The problem of flexible credit is very much in the public eye as we are witnessing the consequences of tight money. A much more realistic approach must be found in dealing with the problems of tight money, inflation and general credit. The present policy on tight money means a restricted program of production and construction.

While these items of legislation are by no means all in which Teamsters have a keen and continuing interest, they do represent the principal ones which are bound to come up at the session of the 85th Congress convening in January.

SEAWAY

(Continued from page 12)

cent action taken by several Chicago packing companies, including Swift and Co. and Armour and Co., two of the industries' largest producers. The meat packers have requested Western railroads to institute export rates on rail shipments to Chicago from interior points of origin in Missouri, Kansas, Iowa, Nebraska, and downstate Illinois.

These requests were the first of their kind in connection with rail-water shipment of packinghouse products to Europe and other countries via the Great Lakes and the St. Lawrence Seaway. Considerable importance is attached to the action by reason of the fact that the meat packing industry is generally rated as the largest purchaser of rail and truck transportation in the Midwest.

Trucking concerns, too, will doubtless be asked to reassess their rates to and from the port cities.

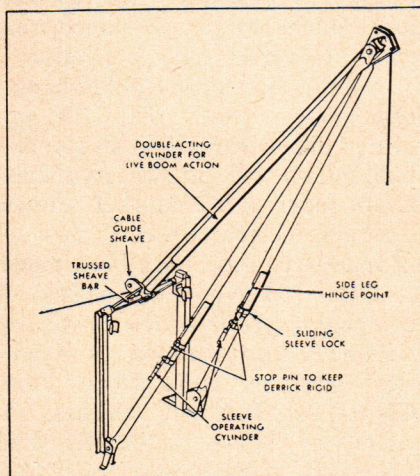
While the inland cities prepare, the construction work continues. The building and construction trades are bringing new muscles into play as they harness the roaring power of the Niagara gorge and flood plain, and as they bypass it with canals and locks.

Last spring President Eisenhower put his signature to another piece of legislation regarding the Seaway—a connecting channels bill, which provides additional funds for deepening and improving the channels of the waterway.

WHAT'S NEW?

Converts Derricks For Hydraulic Use

A new field conversion kit, including all hydraulic components and piping, has converted this rigid



tripod-type derrick to hydraulic operation. Side legs of the derrick are cut and hinged to make the conversion and the center leg is cut for installation of a double-acting cylinder which provides live-boom action. The versatile kit can also convert derricks with a single drum winch.

Rust Inhibiter For Metal Parts

Both ferrous and non-ferrous surfaces can be protected with equal effectiveness by a new rust inhibitor distributed from Louisiana. This chemical substance can either be sprinkled in crystal form on metal parts, tools or sheet metals, or applied from spray bottles onto delicate mechanisms or for reaching out-of-the-way places.

Safety, Convenience Of Drum Faucet

Flammable liquids in any container that has a $\frac{3}{4}$ -inch bung opening can be safely controlled by a new drum faucet attachment that screws into the opening making a tight, threaded connection. The

knurled locking nut permits easy swiveling of the pouring spout. When the handle pressure ceases the flow stops and leakage at the swivel connection is prevented by the use of a teflon-asbestos packing composition.

Fountain Brush Can Be Used on Enamel

A Kansas City firm has introduced an intermediate-size fountain brush with bristles of nylon. Known for its extraordinary toughness, these bristles are also said to be so soft that they can be used on enamel finishes. The head of the brush is 8 by 3 inches, and the whole unit weighs only 1 pound 10 ounces complete with its 4-foot aluminum pipe handle, which attaches to a water hose.

Wheel Block Light- Weight, Moderate-Size

Although light in weight and moderately sized, a new safety wheel block is reported to be strong enough for use with heavily loaded vehicles. Integrally cast teeth for greater gripping strength are featured, along with rounded edges, stiffening ribs and supporting members. Measuring 9 by 10 by 10 and weighing 14 ounces, the block can also be chained to the dock or truck for convenience and safety.

Exceptional Adhesion Of New Undercoating

A new automotive undercoating has been developed in Detroit, described as a light gray non-sanding primer sealer. Also suitable for use over old lacquer and enamel, the product is said to possess exceptional adhesion over steel or aluminum. After 15 minutes flash dry of the undercoating, lacquer or enamel may be applied.

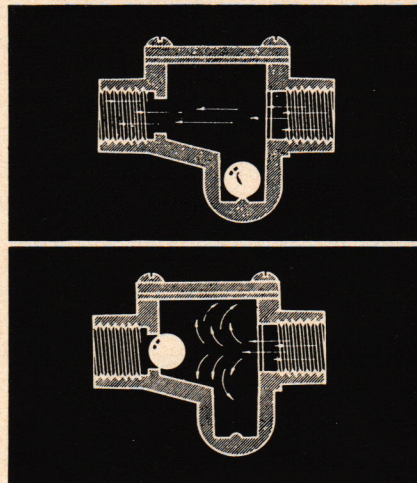
More Precision with Portable Hole Saw

More precise holes can be cut in wood, plastic or metal by means of a new saw with a cast-alloy body, coming complete with 4 saw blades and a centered $\frac{1}{4}$ -inch drill bit to guide the blade and prevent it from jumping. The circular blades, of 1, $1\frac{1}{2}$, 2 and $2\frac{1}{2}$ -inch diameters, with

8 or 14 teeth, are made of tempered, high-carbon steel that fit into grooves and are firmly held there by a set screw. Extra blades with a $\frac{3}{4}$ -inch cutting depth are available.

New Brake Valve Saves Air Supply

In an emergency, the remaining undamaged parts of the brake sys-



tem can operate normally by incorporation of these air supply-saving valves from a California firm. The valves neither restrict the flow of air nor will they bounce up and close the line accidentally. The valves are fully automatic and can go without cleaning for 2 years.

New Dump Body Is General-Purpose

A new series of general-purpose dump bodies is being offered from Ohio which will find ready acceptance among building contractors and suppliers, landscape gardeners, maintenance crews and farmers, since they have a payload capacity of 2 cubic yards and are designed for mounting on trucks from 4,200 to 10,000 gvw. One model has fixed sides, the other fully removable sides and rear corner posts. Both have one-piece floor and side construction, flanged top rail, full length rails, boxed rear corner posts, and a flange-reinforced head. Both models are 8 feet long and 78 inches wide, with side height of $12\frac{3}{4}$ inches with head and tailgate 6 inches higher than the sides. A hand lever at the left-front corner of the body can raise and lower the tailgate.

TEAMSTER TOPICS

Credit Union Opens

A new credit union, named the Teamsters Local 135 Federal Credit Union, was recently organized in Indianapolis by members and employees of the International Brotherhood of Teamsters.

About 7,000 union members will be eligible to join the new credit union which will be owned and operated entirely by its members, under a government charter. The credit union will encourage thrift and regular saving, and let members get personal loans at low cost.

Members of the Teamsters' union now operate about 40 credit unions, according to the Credit Union National Association (CUNA).

New Home Built

General Secretary-Treasurer John F. English and Vice President Einar O. Mohn will be the principal speakers at the dedication of the new headquarters building of Local 175, Charleston, W. Va. The program will be held October 13.

The new headquarters of Local 175 is located at 4515 MacCorkle Avenue in Kanawha City.

Provision is made to accommo-

date the various types of drivers who are affiliated with the Charleston group—milk drivers, bread drivers, general truckers, etc., in the brick and steel structure.

The new building is completely air conditioned and has an extensive building intercommunication system. In addition to conference rooms, the new building has an auditorium. Officers of the local believe it is one of the finest union homes in the East.

Penn State Teamsters

Thirteen Pennsylvania Teamsters received "diplomas" from Pennsylvania State University in August ceremonies sponsored jointly by the university and the Pennsylvania State Federation of Labor.

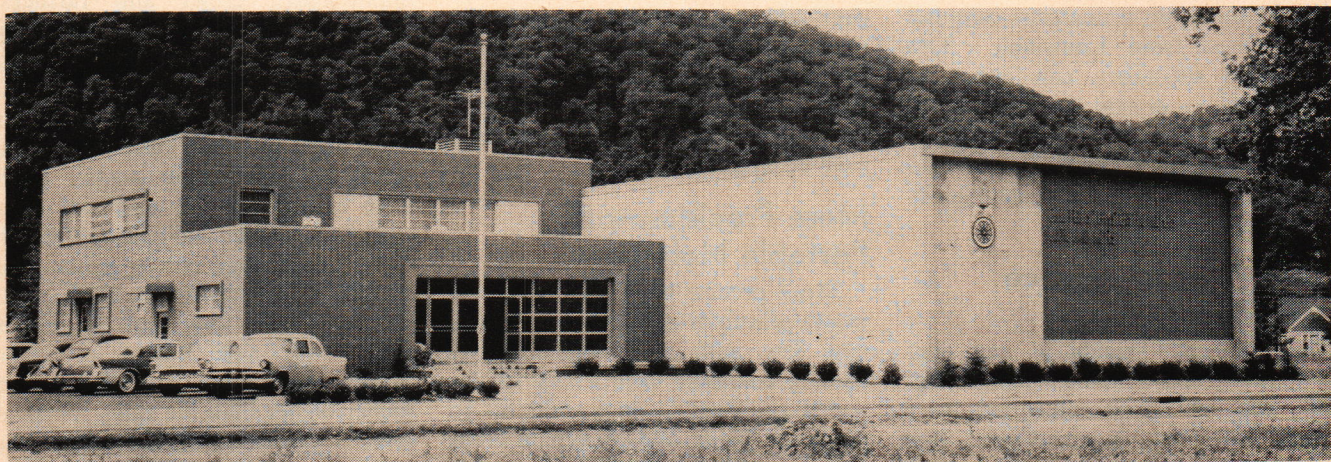
The class was the seventh annual Workers' Education Institute, consisting of classes in mornings, afternoons and evenings on economic and collective bargaining outlook, national trends and problems, implications of state Supreme Court decisions, unemployment insurance progress, strike relief and community services, public relations, national legislative issues, the government problem, 1956 political issues, present N. L. R. B. administration

of Taft-Hartley Act and other subjects of interest to trade unionists.

Diplomas were conferred on the "graduates" by Federation President Joseph McDonough, the first labor representative to serve as a trustee of the university in its 102-year history. McDonough was named trustee by Governor George Leader.

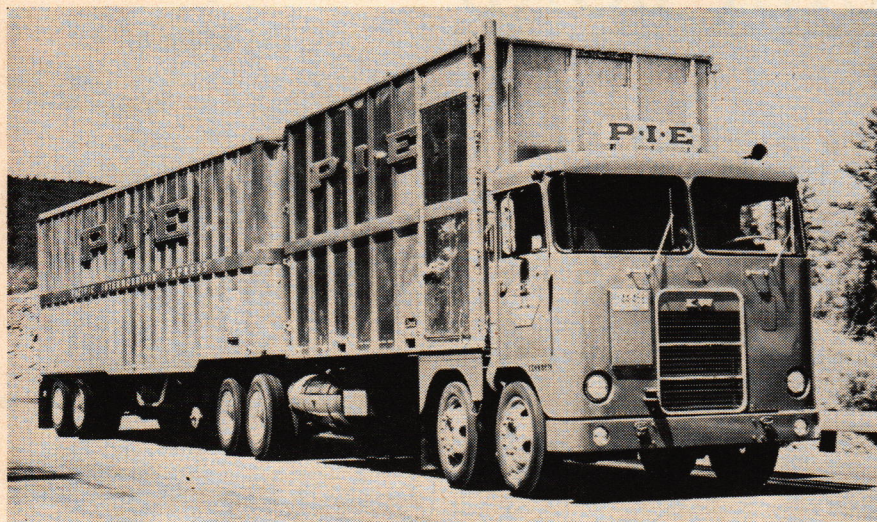
Andrew Biemiller, legislative representative of the AFL-CIO, appeared at the institute to give a "behind the scenes" view of labor legislation under the Eisenhower Administration, wherein a "whole new set of interpretations" have been made.

Those receiving certificates of completion of the course in the International Brotherhood of Teamsters were G. Kent Duve, Joint Council 40; Theodore Johnson, Local 609 of Pittsburgh; John Krushin, Local 401, Wilkes-Barre; Vicky Letizia, Local 564, Meadville; Richard Leonarski, Local 636, Pittsburgh; Paul Malacarne, Local 401, Wilkes-Barre; William McCall, Local 401, Wilkes-Barre; William Miller, Local 609, Pittsburgh; Rolland Motter, Local 564, Oil City; Ann Mullady, Local 115, Philadelphia; Thomas Reilly, Local 115, Cornwell Heights; Francis Sebastian, Local 401, Wilkes-Barre, and F. L. Alexander, Local 564, Meadville.



New home of Local 175, Charleston, W. Va. It will be dedicated October 13. General Secretary-Treasurer English and Vice President Mohn will speak. Governor William C. Marland and Congressman Robert Mollohan will also address the members.

Revolutionary Dromedary Unit in Service



The latest in motor transport today and . . .



. . . the latest of a half century ago. Note "shaving parlor" in background.

The two pictures above contrast the new Pacific Intermountain Express dromedary units with one of the first motor transport trucks in the world, the old "Three Point" truck which took up where the horse drawn dray left off.

Called "the finest pieces of equipment ever put on the highways," by P. I. E. Vice President C. P. Palin, twenty of the new units are in service between Los Angeles, San Francisco and Denver.

The units are designed to carry maximum payloads with less attention to load distribution. The 60-foot model is equipped with a 17-foot dromedary and a 35-foot semi-trailer. It was developed by the motor freight firm from an experimental design constructed in its own

shops. Kenworth Motor Truck Company of Seattle produced it.

In addition to removable "drom" boxes, the new vehicle has two front axles, both steering; front and rear air suspension so that freight actually "rides on air"; midships mounting of its horizontal engine, and a high visibility windshield.

The cab-forward-of-engine unit is designed so that steering effort with the front axles is comparable to a standard three-axle truck. Both front axles are single tired and all tires are tubeless. The transmission has ten forward speeds.

A suspension system has been installed using air bags over each set of axles. As the load is increased, these fill with air and maintain a constant frame height, eliminating

the necessity of allowing for maximum height unloaded. The chassis weight is 15,700 pounds.

Extensive use of aluminum and other design features bring the dry weight of the new dromedary to 500 pounds less than the company's conventional dromedaries.

The 250-horsepower turbo-supercharged diesel engine is easily accessible, mounted horizontally midship beneath the frame. The cooling system, operated by an engine-driven hydraulic pump connected to a hydraulic motor which drives the fan, is automatically controlled by two thermostats.

The roomy two-man cab and ease of handling have brought enthusiastic endorsement from the Teamsters who operate the new units, the company reports.

Teamster Puppet Show

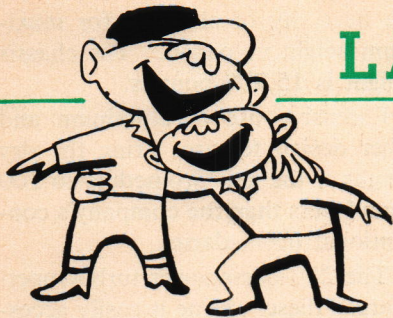
Entertainment and goodwill for unionism have been provided in an unusual fashion by a California local union which sponsored a puppet show in Oakland, Calif.

Local 302, Milk Drivers & Dairy Employees of Oakland, have been sponsoring "Karnival Kapers," a new puppet show in Children's Fairyland. The sponsorship began in early July and extended through half of August with presentations three times daily.

One of the highlights of "Karnival Kapers" was given a union twist when "Bill, the Milkman" was "initiated" into the local. Bill, the puppet, according to Local 302 Secretary-Treasurer Jeffry Cohelan, is "the only woodenheaded milkman in the United States."

The shows were presented in co-operation with the Oakland Park Department without charge. The puppets used were "Romack Marionettes," hand carved by Roberta Mack, whose handiworks have been displayed in museums in many parts of the country.

According to reports from Oakland the puppets have not only provided wholesome diversion but have added an entertaining pitch for unionism.



LAUGH LOAD

Verra Sad

Having noticed that his Scottish guide usually went bareheaded in all sorts of weather, the London sportsman made him a gift of a fur cap, the kind that has the heavy ear flaps for extra warmth. On his next visit to the hunting lodge, in the middle of winter in the Highlands, he asked the old Scot how he liked the cap.

"I hae not wore it since the accident," was the gloomy reply.

"What accident?" queried his benefactor.

"Jock MacLeod offered to buy me a drink," sighed the guide, "and I didna hear him."

★

After the Fact

Nursing a terrific hangover the penitent husband approached his wife at the breakfast table and said, "I suppose you are angry with me because I came home last night with a black eye?"

"Maybe you've forgotten," she replied, "but when you came home last night you didn't have a black eye."

★

That's for Sure

A small child was explaining to her younger brother that it was wrong to work on Sunday.

"But what about policemen," said the boy. "They have to work on Sunday. Don't they go to heaven?"

"Of course not," replied his sister. "They're not needed there."

★

Willing Lad

Head Clerk: "I am very sorry to hear of your partner's death. Would you like me to take his place?"

Manager: "Very much, if you can get the undertaker to arrange it."

★

Have It Your Way

Wearing her new evening gown which was extremely daring, the wife paced up and down for her husband's inspection.

"Well, how do I look?" she said finally.

"I hate to say it, dear," replied her husband grimly, "but you're getting fat."

She gave him a look of annoyance.

"In the best places they say 'plump,'" she corrected.

"Well, then," he retorted, "you're getting plump in the best places."

★

Fair Warning

It had been learned that a gang of toughs were going to pack the gallery at a temperance meeting. So the chairlady hired a tough, ex-prizefighter to keep order in the balcony.

During the course of the address the speaker said, "What is it that we want most when we finish our day's work and let down? What is it that gladdens our hearts, fills us with song and quenches our thirst in a decent way?"

At that moment the prizefighter said to the crowd in the balcony: "First 'un that says 'beer' gets throwed out on his ear!"

★

Re-Christened

There was a man who called a spade a spade—until he stumbled over one in the dark.

★

A Wedding's Be-gun!

She: "Paw's the best shot in the country."

He: "What does that make me?"

She: "My husband."

★

Hobby Lobby

Definition of a hobby: Something you are goofy about because you don't want to blow your top over things in general.

★

Thousand on a Plate

A rookie passing the mess hall asked the cook: "What's on the menu tonight?"

"Oh, we have thousands of things to eat tonight."

"What are they?"

"Beans."

★

One Thing at a Time

Hubby (anxiously): "But if you buy a costly fur coat, how are we ever going to pay for it?"

Wifey: "Now, Tom, don't let's talk about two things at once. Let's talk about the coat."

★

Cute and Coy

"My adored one," cried her admirer. "May I print a kiss upon your lips?"

She blushed and replied, "Well-er-yes."

You may print it, but you mustn't publish it."

★

Too Modern

A dress shop displayed the sign: "Maternity Dresses for Modern Misses."

★

Very Touching

I rose and gave her my seat,

I could not let her stand.

She made me think of Mother,

With that strap held in her hand.

★

Caught in the Act

The school inspector prepared to give the children an intelligence test.

"Now, children, close your eyes."

The inspector made a noise like a dog panting. "Now open your eyes and tell me what I was doing."

"Kissing teacher," came the reply from one of the boys in a back seat.

★

No Hurry

Doctor, my wife has just dislocated her jaw. If you are out this way in a week or so, you might drop in.

★

Turning Point

Age 16: When a boy turns from Boy Scouting to girl scouting.

★

Never Again

Tale of a man who now leaves his wife home when he goes to the ball game:

"What's so exciting—why are you jumping up and down?" she asked.

"Look!" he exclaimed. "The Dodgers have a man on every base."

"So what?" she scoffed. "So have the Giants."

★

Much Too Late

The second floor tenant called the party living below and shouted, "If you don't stop playing that blasted saxophone, I'll go crazy."

"I guess it's too late," came the reply. "I stopped an hour ago."

★

Saddest State

It's sad for a gal to reach the age

When men think she is charmless.

But it's worse when a man attains the age
That women consider him harmless.

★

Hate to Tell You

A Texan passed away and upon arriving at the gates of his eternal home, remarked, "Gee, I never thought heaven would be so much like Texas."

"Son," said the man at the gate sadly, "this ain't heaven."

FIFTY YEARS AGO

in Our Magazine



(From *Teamsters' Magazine*, October, 1906)

SAN FRANCISCO GOUGING

For weeks since the great earthquake and fire in San Francisco, newspapers had been berating labor for charging inflated prices to contractors who were trying to rebuild the fair city of the Golden Gate. The editor, like many other labor editors, decided to learn just how this came about when it was known that the leaders of labor unions had met shortly after the catastrophe and pledged to do their part to rebuild the city "under the most favorable and unselfish conditions."

The editor found just about what he expected to find. A report from P. H. McCarthy, president of the San Francisco Building Trades Council, clearly presents the unionist's side of the story.

"Immediately upon the subsidence of

"When the serious question of ways and means confronted the people, and it was seen that the reconstruction of the city depended upon two factors, building materials and labor, grave apprehension was expressed as to what attitude labor would assume.

"So far as the labor factor was concerned this apprehension was soon set to rest. The Building Trades Council announced that there would be no change in the minimum labor scale of wages and maximum number of hours, although in many departments the minimum wages here are much lower than those prevailing in the principal cities of the United States.

"Landlords have realized that residential sections in many instances have become business sections, and have accordingly raised their prices. The exodus from the city at the time of the fire left many available houses for rent, but as the refugees returned to their former scenes of labor the demand for domiciles rapidly increased, and the rent of the old tenant was raised beyond his means, and the newcomer charged more than he could stand.

"The lumber trust, having the city at its mercy, has levied tribute. An advance in the price of lumber has been almost as regular as the rising of the sun. Indifferent as to whether San Francisco ever will become rehabilitated, this grasping monopoly is playing its hand for all it can get.

"With the gouge of the landlord on one side, the merchandise dealer on the other; the gouge of the lumber trust filling its pockets with the money that should increase the area of improvement in our city; the cost of living daily advancing, is it to be wondered at that the crafts in the building trades should make individual demands in individual cases and receive them?

"The cost of living has increased at least 40 per cent, and that means a corresponding decrease in wages—a condition which we cannot and will not tolerate.

"We have met our fellow citizens on even ground and endeavored to do exactly right, but just so long as it becomes the fixed rule with our citizens that 'gouge'

is the proper thing, we propose to protect ourselves," Mr. McCarthy reported.

SWEATSHOP EXHIBITION

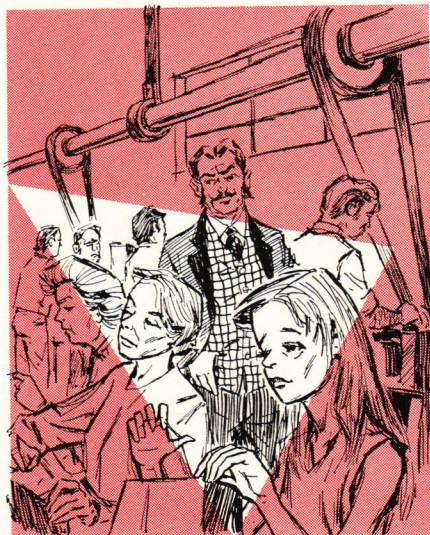
THE INTERNATIONAL TEAMSTER also reported on an exhibition which had been held in London to bring home to the consuming public the evils of the "sweatshop system."

"It was shown that women, girls and children were working in the 'world's capital' from 12 to 16 hours a day in basements, tenements, attics and other dark and filthy places at rates of pay that yielded them \$1.75 a week or even less. It was shown that these conditions meant disease, starvation, indescribable misery and industrial demoralization," the editor remarked.

He went on to discuss similar circumstances in the United States and called for investigations followed by such exhibitions in this country.



the excitement attending the disaster, the spirit of commercialism took possession, and the idea of converting a catastrophe into an opportunity for personal gain became rampant. It seems as though many of our citizens regarded the disaster as an agency which had opened up channels for making money hitherto unknown in the city, and afforded opportunities never experienced before and not to be had again.



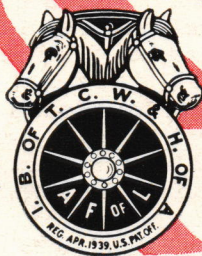
He noted that an inspector in Chicago had found tenement sweatshops in which men and women and children work day and evening for from 12 to 30 cents a day. "The children are of school age and are forced into the treadmill because their parents cannot earn more than 30 cents a day. The work of the children naturally further still depresses the rate of their parents' pay."

NO THREE WAYS ABOUT IT!

You
Can't
Beat...



TEAMSTER



DELIVERY